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I N T E R N A T I O N A L VOLUME 3, NO.1 MARCH 1989

MANSELL AT FERRARI

ITALY'S MOST VALUABLE PLAYERS

THE SEASON AHEAD —
THE TEAMS & DRIVERS

PALMER'S F1

BRABHAM'S BACK





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NANNINI TESTING AT JEREZ

AT THE HEART OF THE WORLD'S MOST
COLOURFUL SPORT IS BENETTON FORMULA – THE
BRIGHTEST NAME IN GRAND PRIX RACING. NOT JUST
BECAUSE OF THE DISTINCTIVE LIVERY THAT ADORNS
RORY BYRNE'S SUPERLATIVE FORMULA ONE DESIGNS,
BUT BECAUSE THE TEAM ARE POISED TO MAKE
THEIR BIGGEST SPLASH YET AS 1989 TAKES
GRAND PRIX RACING INTO A NEW ERA

When Benetton assumed control of the Toleman team at the start of 1986, it was the logical move from sponsorship to full-scale team ownership. The arrival of Peter Collins as Team Manager completed the first Benetton picture. With his skills allied to the universally acclaimed design talents of Byrne, Benetton became race winners in that landmark 1986 season. In mid-1988 they passed the 100 Grand Prix mark. And as Formula One becomes fully atmospheric again, Benetton will fully embrace Ford's all-new V8 engine, lubricated by Mobil 1, to power one of the most attractive driver pairings in the business of winning races. Benetton's first World Championship points were won in 1983.

They took the coveted pole position for the first time in 1985 at the world-famous Nurburgring. A year later, the combination of Byrne's design, Collins' tactical nous and the forceful driving of Gerhard Berger brought Benetton that first Grand Prix victory in the colourful setting of Mexico. In 1987 the Benetton points tally increased again, but 1988 brought the team their most successful season to date.

Looking to the normally-aspirated future, Benetton Formula enjoyed exclusive use in 1988 of Ford's DFR V8 engine. No fewer than seven times, Benetton drivers won places on the rostrum as the team streaked ahead of the atmospheric opposition and most of the turbo brigade. Third place in the Constructors' Championship was just reward for Benetton in a year of consistent speed and style.

Having routed all but the most powerful turbo teams in 1988, Benetton Formula have all it needs to lead the way in 1989. The partnership with Ford continues, and this year their new V8 will back team leader Alessandro Nannini in a new driving partnership with Johnny Herbert, one of the brightest new recruits to Formula One ranks.

Sandro Nannini belongs to a rare but recognisable Italian breed: the out-and-out racer. His Grand Prix career began at the Brazilian race in 1986 – at exactly the same time as the Benetton team's under its new name. Two seasons in an uncompetitive car honed Nannini's ambition to the point where a move to Benetton in 1988 was timed to perfection. At last, a competitive car would allow Sandro to add the vivid brush strokes to a broad canvas of Formula One experience that will see him reach his own 50-race landmark at Monaco in 1989, shortly before his 30th birthday. A talent acknowledged by team managers and drivers alike, Nannini is the ideal spearhead for the 1989 Benetton Formula campaign. Twice last year, in the Silverstone rain and the Spanish sun, Sandro took his place on the rostrum with finely-judged drives into third place – his best-ever results en route to a top ten place among the world's driving elite.

Nannini may not yet be an Old Master, but the young man alongside him in the Benetton colours this season is another of the most exciting apprentices of the last decade. Britain's Johnny Herbert has been singled out as the most outstanding natural talent to emerge since the late Jim Clark, and his arrival in a Benetton cockpit is the logical conclusion of a working relationship begun two seasons ago.

Victory in the Formula Ford Festival at Brands Hatch in 1985 thrust Herbert into the limelight. Within two years the



NANNINI

Romford driver, 25 this year, was Formula Three Champion of Great Britain, an achievement that brought with it a test drive in a Benetton Formula One car. The apprentice mastered the complexities of Grand Prix power so readily that in testing at Imola he was faster than his future teammate Sandro Nannini. The start of 1988 served only to underline the talent on tap, for Herbert won his first Formula 3000 race at Jerez in relaxed and brilliant style: he was the most rapidly rising star on the Formula One horizon.

Motor racing's cruel habit of giving with one hand and taking away with the other asserted itself when Herbert was injured in the F3000 round at Brands Hatch. But the winter has seen him match talent with raw courage, fighting back to fitness for a return to racing at the highest level. Benetton's confidence in him was undimmed. Peter Collins, a close follower of Herbert through Johnny's Benetton Formula Junior days, quickly took up his option on him for a 1989 campaign in which the pairing of Herbert and Nannini is the most exciting on the Grand Prix grids.

Old heads on young shoulders, maybe: but teams, not individuals, make successful Grand Prix racers. Benetton Formula's two young stars can lean on the expertise of a staff approaching 100, headed up by the widely-respected Peter Collins, himself one of the most battle-hardened managers in the sport. Rory Byrne is perhaps the most gifted designer in Formula One today. His Benetton B188 won high praise from all quarters in 1988, and this year a fifth new engine in as many seasons is simply the latest challenge to this genius of the drawing-board.

Benetton, then, are at the centre of the Formula One landscape. The men in key positions are past masters at their art; the young talent at the wheel is ready to find its full expression. This is the brightest team around – and Nannini and Herbert stand poised to paint the most vivid pictures in Benetton's Grand Prix history.

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The Season Ahead — David Tremayne



Senna - World Champion, page 42



Mansell at Ferrari, page 58

CONTENTS

- World News: Dan Knutson, page 6
- The Season Ahead: David Tremayne, page 10
- Brit's In F1: David Tremayne, page 22
- Palmer's F1: Jonathan Palmer, page 28
- Thynne End of a Pledge: Stuart Sykes, page 32
- Brabham's Back: David Tremayne, page 36
- Onyx Racing: Dan Knutson, page 40
- Senna 1988 World Champion: Dan Knutson, page 42
- The March of Time: Stuart Sykes, page 48
- The Bow Tie & The Little Yank: Stuart Sykes, page 51
- Goodyear: Dan Knutson, page 55
- Mansell at Ferrari: David Tremayne, page 58
- Beyond Our Ken?: Stuart Sykes, page 61
- Ivan The Teamster: Ruth Starke, page 68
- Italy's Most Valuable Players: Dan Knutson, page 70
- Click Competition, page 78
- Grand Prix Merchandise, page 78



World News

END OF A DECADE

1989 marks the end of the fourth decade of modern Grand Prix racing. What happened at the ends of the other decades of modern Formula One history?

In 1959 Jack Brabham, driving a Cooper Climax, won his first of three World Championships. Sir Jack can still be found in racing paddocks today as he watches his sons Geoff, Gary and David race in IMSA and Formula Three.

In 1969 Jackie Stewart, driving a Matra Ford for Ken Tyrrell, won his first of three World Championships. These days Stewart is perhaps even more prominent out of the cockpit as he rushes around the world for his business and television concerns. Tyrrell, of course, still runs a Formula One team, but has yet to match the glory days of Stewart. That year Mario Andretti drove three races for Lotus. Of all the Formula One drivers in 1969, only Andretti is still racing. In 1989 Mario and his team-mate, son Michael, are strong favourites to win the CART Indy Car Championship.

In 1979 Jody Scheckter won the championship in a Ferrari. Now retired, Scheckter runs a high-tech company in America called Fitearous Training Systems. It builds what looks to be advanced video games (but far more deadly serious) for police and military personnel weapons training. Last year Scheckter climbed into an IMSA GTP car and within three laps had equalled the regular driver's best time. But he has no plans to return to racing. Of the Formula One drivers competing in 1979, Rene Arnoux, Mario Andretti, Derek Daly, Emerson Fittipaldi, Jan Lammers, Jochen Mass, Riccardo Patrese and Hans Stuck are still regulars on the 1989 racing scene.

BENETTON ILLEGAL

Using illegal fuel in the 1988 Belgian Grand Prix proved to be very costly for the Benetton Ford team. FISA fined them US\$250,000 and stripped the points from Thierry Boutsen's third place and Alessandro Nannini's fourth place. Losing the points didn't change Benetton's third place in the Constructors Championship nor Boutsen's fourth place in the Drivers Championship. Nannini, however, dropped from seventh to tenth in the final standings.



PRIZE TO BERGER

FISA awarded the 1988 Jim Clark trophy and its 50,000 pounds sterling prize money to Gerhard Berger. The trophy was given to the driver who "has shown the most talent, sporting worth, self control, courtesy and fair play in respect of the other drivers and the championship officials during the past season."



Berger has reached an agreement with the Austrian government who told him last year that just because he was a Formula One superstar didn't mean that he was exempt from the mandatory year of national service. Berger, who at one point threatened to move to Monaco, will now do his army stint in installments by 1991. I wonder if they will put him in the motor transport pool...

NEW FRENCH CIRCUIT

Located in the mountains above the Mediterranean's French Riviera, the Paul Ricard circuit has hosted a dozen French Grands Prix since 1971. Ricard's Grand Prix contract expires in 1990, and in 1991 the race will probably move to the updated Magny-Cours circuit near Paris. Meanwhile in Singapore, construction of a new track has begun with the hopes of hosting a Grand Prix there in 1990 or 1991. And the USSR Motor Sport Federation has voted to apply for a Russian Grand Prix in the future.



PRE-QUALIFYING

The rules for pre-qualifying for Grands Prix this year have changed. Original plans called for a qualifying session to be held at a different track the week before each Grand Prix. Now the system is as follows: Every team which scored points in 1988 plus the teams which scored the highest non-points finishes do not have to pre-qualify. This list of 26 cars consists of McLaren, Ferrari, Benetton, Lotus, Williams, March, Arrows, Tyrrell, Minardi,

Ligier and Eola (each with two cars) plus one car each from Rial, Dallara, AGS and Coloni.

Those who must pre-qualify are EuroBrun, Osella, Zakspeed, Brabham, FIRST and Onyx as must the second cars of Rial, Dallara, AGS and Coloni.

The pre-qualifying session will be held from 8am to 9am on Friday morning. The fastest four to six cars will then be allowed to take part in practice and qualifying for the 26 starting spots.



DONNELLY WITH LOTUS

Camel Team Lotus has signed Irishman Martin Donnelly to a testing contract. A former Formula Three Champion now competing in Formula 3000, Donnelly will also be a reserve driver in case Nelson Piquet or Satoru Nakajima are unable to compete. Lotus has an option on Donnelly through 1992.

PHOENIX GP

The new home of the United States Grand Prix will be Phoenix, Arizona. After Detroit switched to CART Indy Cars, two race tracks — Laguna Seca and Road Atlanta — and the city of Phoenix said they were interested in hosting the U.S.G.P. Located in the desert Southwest, Phoenix has an average temperature of 37 degrees C on June 4th — race day.

LOTUS CHANGES

The off season has seen plenty of personnel changes from top to bottom at Lotus. Peter Warr will no longer be the "on track" team manager, and those responsibilities will now be handled by Rupert Mainwaring. Bob Dance, chief mechanic at Lotus since the days of Jim Clark, will now be in charge of the engine room. Former Arrows wrench Rich Taylor takes over as chief mechanic. Dance used to drive one of the transporters, and now Sam Boyle becomes the new "truckie". Boyle will also work as a tyre man, and all that leaves Kenny Szymanski (whose exploits have made World News in the past) out of a job.



MERCEDES BENZ

Mercedes Benz has decided not to return to Formula One competition. Mercedes will instead increase its participation in the sports prototype series. Mercedes marketing strategy called for the company to compete against its main Japanese rivals — Nissan and Toyota — both of whom are expected to enter the series.

CHANGES

Benetton race engineer John Gentry has left the team to work for the factory Suzuki motorcycle team. Richard West, the zitable PR man for Marlboro McLaren, is now the manager for public relations for Tom Walkinshaw Racing.

SHORTER RACES

Grand Prix race distances have been shortened from 320 kilometres to 305 kilometres or a maximum of two hours.

NEW ENGINES

Testing at Jerez — Ferrari's 639, Benetton and the new Lamborghini.



JEREZ TESTING

Jerez — Boutsen, (Top) Alliot, Mansell.



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THE SEASON AHEAD

BY DAVID TREMAYNE

SCUDERIA FERRARI SpA

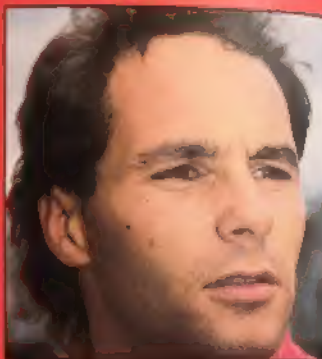
NIGEL MANSELL — Born Britain August 8, 1954. Formula Three and Formula Two. First Grand Prix Austrian in 1980 for Lotus. 1980-84 Lotus. 1985-88 Williams. 1989 Ferrari. 15 Grand Prix wins. 12 pole positions. 10 fastest laps.

GERHARD BERGER — Born Austria August 27, 1959. Formula Three. First Grand Prix Austrian in 1984 for ATS. 1984 ATS. 1985 Arrows. 1986 Benetton. 1987 Ferrari. 4 Grand Prix wins. 4 pole positions. 8 fastest laps.

TEAM — Most famous team of all, set up by the late Enzo Ferrari in 1947. Ferrari is synonymous with motor racing, and its cars have won 93 Grands Prix and 11 World Constructors' Championships, in addition to World Drivers' Championships for Alberto Ascari (1952-53), Juan-Manuel Fangio (1956), Mike Hawthorn (1958), Phil Hill (1961), John Surtees (1964), Niki Lauda (1975 and 77), and Jody Scheckter (1979).



NIGEL MANSELL



GERHARD BERGER

HONDA MARLBORO MCLAREN

AYRTON SENNA — Born Brazil March 21, 1960. British Formula Three Champion 1983. First Grand Prix Brazilian in 1984 for Williams. 1985 Lotus. World Champion 1988 in McLaren. 14 Grand Prix wins (second in a season in 1988). 29 pole positions. 10 fastest laps.

ALAIN PROST — Born France February 24, 1955. French Formula Three Champion 1979. First Grand Prix Argentina 1980 for McLaren. 1981-1983 Renault. 1984 McLaren. World Champion 1985 and 1986 McLaren. 15 Grand Prix wins. 18 pole positions. 27 fastest laps.

TEAM — The team of the Eighties. McLaren International has added World Drivers' Championships for Niki Lauda (1984), Alain Prost (1985 and 86) and Ayrton Senna (1988) to those won by Emerson Fittipaldi (1974) and James Hunt (1976), and a further three Constructors' titles in that won by Fittipaldi. When John Barnard worked there his cars were the class of the field, and now Steve Nichols' have taken over that role. Currently the best team, with the strongest driver line up.



ALAIN PROST



AYRTON SENNA



IVAN CAPELLI



MAURICIO GUGELMIN

LEYTON HOUSE MARCH RACING TEAM

MAURICIO GUGELMIN — Born Brazil April 20, 1963. 1985 British Formula Three Champion. F3000. First Grand Prix Brazilian in 1988 for March. 1988 March.

IVAN CAPELLI — Born Italy May 24, 1963. 1984 Italian and European Formula Three Champion. 1986 F3000 Champion. First Grand Prix European in 1985 for Tyrrell. 1985 Tyrrell. 1986 AGS. 1987 March.

TEAM — After learning year in 1987, became most improved team in 1988 and a genuine front runner which led — briefly — in Japan. March first entered Formula One in 1970 with Stewart, Amon and Andretti, and has 3 Grand Prix wins to its credit, but 1987 effort is its first serious try for four years and likely to be its most successful and enduring.



SCOTT KIMMEL

SCOTT KIMMEL

ALAN HARRIS

ALAN HARRIS

ALAN HARRIS

CANON TEAM WILLIAMS

THIERRY BOUTSEN — Born Belgium July 13, 1957. Formula Three and Formula Two. First Grand Prix Belgian 1983 for Arrows. 1983-86 Arrows. 1987-88 Benetton. 1989 Williams.

RICCARDO PATRESE — Born Italy April 17, 1954. Formula Three and Formula Two. First Grand Prix Monaco in 1977 for Shadow. 1977 Shadow. 1978-81 Arrows. 1982-83 Brabham. 1984-85 Alfa Romeo. 1986-87 Brabham. 1988 Williams. 2 Grand Prix wins. 2 pole positions. 3 fastest laps.

TEAM — One of the few teams capable of beating McLaren in the Eighties, Williams' fortunes were downed with the withdrawal of Honda engines in 1988, forcing it to compromise with Judds. Now that it has exclusive use of Renault's V10 expect it to produce the sort of form that has won it three Constructors' titles this decade and World Championships for Alan Jones, Keke Rosberg and Nelson Piquet.



RICCARDO PATRESE



THIERRY BOUTSEN



BENETTON FORMULA

ALESSANDRO NANNINI — Born Italy July 7, 1959. Formula Three and Formula Two. First Grand Prix Brazilian in 1986 for Minardi. 1986-87 Minardi. 1988 Benetton. 1 fastest lap.

JOHNNY HERBERT — Born Britain June 27, 1964. 1987 British Formula Three Champion. F3000. First Grand Prix Brazilian in 1989 for Benetton (scheduled).

TEAM — Now one of the best teams around after a soul-destroying entry to Formula One back in 1981 as Tolman. Improved through 1983, nearly won Monaco in 1984, and did win Mexican Grand Prix in 1986 once acquired by sponsor Benetton. Reliability greatly improved in 1988, so ready to mount serious 1989 challenge.



JOHNNY HERBERT



ALESSANDRO NANNINI



CAMEL TEAM LOTUS

NELSON PIQUET — Born Brazil August 17, 1952. 1978 BP British Formula Three Champion. First Grand Prix German in 1978 for Ensign. 1978 Ensign. 85 McLaren and Brabham 1979-85 Brabham. 1986-87 Williams. 1988 Lotus. World Champion 1981 and 83 Brabham. 1987 Williams. 20 Grand Prix wins. 24 pole positions. 23 fastest laps.

SATORU NAKAJIMA — Born Japan February 23, 1953. Formula Two (Japanese Champion five times). First Grand Prix Brazilian in 1987 for Lotus. 1987 Lotus.

TEAM — One of the great teams, Lotus has won 74 Grands Prix and 7 Constructors' Championships in addition to world titles for Jim Clark (1963 and 65), Graham Hill (1968), Jochen Rindt (1970), Emerson Fittipaldi (1972) and Mario Andretti (1978). Troubled recently, but resilient enough to bounce back.



NELSON PIQUET

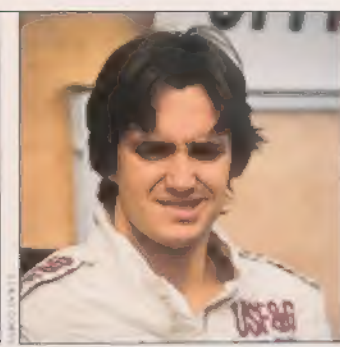
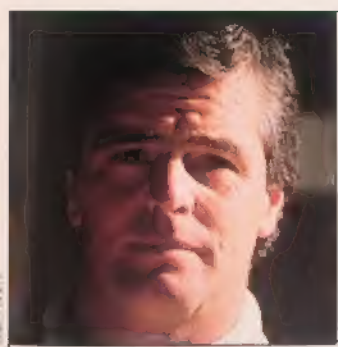


SATORU NAKAJIMA



DEREK WARWICK

EDDIE CHEEVER



ARROWS INTERNATIONAL

DEREK WARWICK — Born Britain August 27, 1954. 1978 Vandervell British Formula Three Champion. Formula Two. First Grand Prix Las Vegas in 1981 for Tolman. 1981-83 Tolman. 1984-85 Benetton. 1986 Brabham. 1987 Arrows. 2 fastest laps.

EDDIE CHEEVER — Born America January 10, 1958. Formula Three and Formula Two. First Grand Prix South African in 1978 for Hesketh. 1978 Theodore and Hesketh. 1980 Oreca. 1981 Tyrrell. 1982 Eggar. 1983 Benetton. 1984-85 Alfa Romeo. 1986 Haas Lola. 1987 Arrows.

TEAM — Entered Formula One in 1978 after acrimonious split from Shadow team. Forced to abandon original FA1 design by Tony Southgate after High Court ruling that it resembled his previous Shadow effort. A midfield team once initial impetus dried, although ran near from briefly in early 1981. Yet to win a Grand Prix.



TYRRELL RACING ORGANISATION

JONATHAN PALMER — Born England November 7, 1956. British Formula Three Champion in 1981. European Formula Two Champion 1983. First Grand Prix European in 1983 for Williams. 1984 RAM. 1985-86 ZakSpeed. 1987 Tyrrell. World Champion (non turbo) 1987 in Tyrrell.

MICHELE ALBORETO — Born Italy December 23, 1956. Formula Three and Formula Two. First Grand Prix San Marino in 1981 for Tyrrell. 1981-83 Tyrrell. 1984-88 Ferrari. 1989 Tyrrell. 5 Grand Prix wins. 2 pole positions. 5 fastest laps.

TEAM — A once great team desperately seeking the sort of inspiration that won it the 1969 (Matra) and 1971 (Tyrrell) Constructors' titles and Jackie Stewart his three World Championships. After qualified success in FISA's window dressing 1987 non-turbo championships (whatever they were worth), Tyrrell took a giant backward stride last year and is on its mettle to recover in 1989 with a heavily revised technical team.



MICHELE ALBORETO



JONATHAN PALMER



LARROUSSE CALMELS

YANNICK DALMAS — Born France July 28, 1961. 1986 French Formula Three Champion. F3000. First Grand Prix Mexican in 1987 for Larrousse Calmels Lola. 1987 Larrousse Calmels Lola.

PHILIPPE ALLIOT — Born France July 27, 1954. Formula Three and Formula Two. F3000. First Grand Prix Brazilian in 1984 for RAM. 1984-85 RAM. 1986 Ugiel. 1987 Larrousse Calmels Lola.

TEAM — Entered Formula One in 1987, in agreement with Lola Cars. Set up by former Renault racer and team manager Gerard Larrousse and partner Didier Calmels.



PHILIPPE ALLIOT



YANNICK DALMAS



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THE ART'S IN THE SCIENCE

LIGIER LOTO

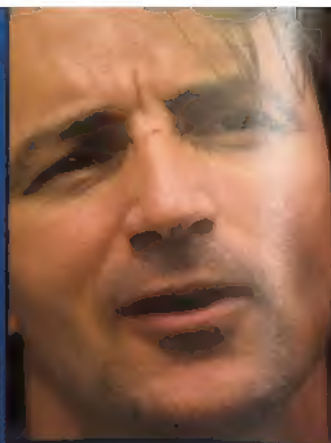
RENE ARNOUX — Born France July 4, 1948. Formula Three 1977. Formula Two Champion. First Grand Prix Belgian in 1978 for Martini. 1978 Martini and Surtees. 1979-82 Renault. 1983-85 Ferrari. 1986 Ligier. 7 Grand Prix wins. 18 pole positions. 12 fastest laps.

OLIVIER GROUILLARD — Born France September 2, 1958. F3000. First Grand Prix Brazilian in 1989 for Ligier (scheduled).

TEAM — Ligier entered Formula One in 1975 when racer turned constructor Guy Ligier moved away from sportscar racing. Team has won races over three years but never quite sustained its challenge to championship success. Best years 1979, 80 and 81. JS type number initials refer to the late Jo Schlesser, incidentally, longtime friend of Ligier.



OLIVIER GROUILLARD



RENE ARNOUX

SCUDERIA ITALIA

ALEX CAFFI — Born Italy March 16, 1955. Formula Three. First Grand Prix Italian in 1986 for Osella. 1986-87 Osella. 1988 Scuderia Italia Dallara.

ANDREA DE CESARIS — Born Italy May 31, 1959. Formula Three and Formula Two. First Grand Prix Canadian in 1980 for Alfa Romeo. 1980 Alfa Romeo. 1981 McLaren. 1982-83 Alfa Romeo. 1984-85 Ligier. 1986 Minardi. 1987 Brabham. 1988 Fiat. 1989 Scuderia Italia Dallara. 1 pole position. 1 fastest lap.

TEAM — Entered Formula One in 1988 under ownership of Beppe Lucchini, with car designed by Sergio Rinland and Gianpaula Dallara.



ANDREA DE CESARIS



ALEX CAFFI



ROBERTO MORENO



PIERRE-HENRI RAPHAEL

COLONI Spa

ROBERTO MORENO — Born Brazil February 11, 1959. Formula Three and Formula Two. 1988 F3000 Champion. First Grand Prix Australian in 1986 for AGS. 1982 Lotus. 1986 AGS.

PIERRE-HENRI RAPHAEL — Born France May 27, 1961. 1985 French Formula Three Champion. F3000. First Grand Prix Australian in 1988 for Larrousse Calmels Lola (DNQ).

TEAM — Entered Formula One in 1987. Owned by former racer turned entrant/constructor Enzo Coloni.



STEFANO MODENA



MARTIN BRUNDLE

MOTOR RACING DEVELOPMENTS

MARTIN BRUNDLE — Born England June 1, 1959. Formula Three runner-up 1983 British Championships. First Grand Prix Brazilian in 1984 for Tyrrell. 1984-85 Tyrrell. 1987 ZakSpeed. 1988 World Sports Prototype Drivers' Champion for Silk Cut Jaguar. 1989 Brabham.

STEFANO MODENA — Born Italy May 12, 1963. Formula Three and F3000. 1987 F3000 Champion. First Grand Prix Australian in 1987 for Brabham. 1987 Brabham. 1988 Euro Brm. 1989 Brabham.

TEAM — After a year away, Brabham is back under revived ownership. It is a very different team to that which won championships for Nelson Piquet (1981 and 83) but has the same determined attitude. It is rumored to be seen whether it can find the same thread of technical ingenuity that made its name under Gordon Murray's design leadership.

MINARDI TEAM Spa

PIER LUIGI MARTINI — Born Italy April 4, 1961. 1983 Italian Formula Three Champion. Formula Two. F3000. First Grand Prix Brazilian in 1985 for Minardi. 1985 Minardi. 1988 Minardi.

LUIS SALA — Born Spain May 15, 1959. Formula Three. F3000. First Grand Prix Brazilian in 1988 for Minardi. 1988 Minardi.

TEAM — Entered Formula One in 1985 when businessman/constructor Giancarlo Minardi graduated from Formula Two. Struggled with tricky Motorsi Modeni engines but had better 1988 season with switch to more reliable Cosworth power.



LUIS SALA



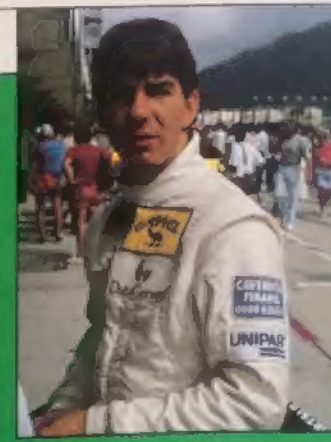
PIER LUIGI MARTINI

FIRST RACING

GABRIELE TARQUINI — Born Italy March 2, 1962. F3000. First Grand Prix San Marino in 1987 for Osella. 1987 Osella. 1988 Coloni. 1989 Fiat.

JULIAN BAILEY — Born Britain October 9, 1961. Formula Three. F3000. First Grand Prix San Marino in 1988 for Tyrrell. 1988 Tyrrell.

TEAM — New to Formula One, but well respected for its F3000 exploits under boss, former Formula Two winner Lamberto Leoni. Referred to by some as the second best team in Italy.



JULIAN BAILEY

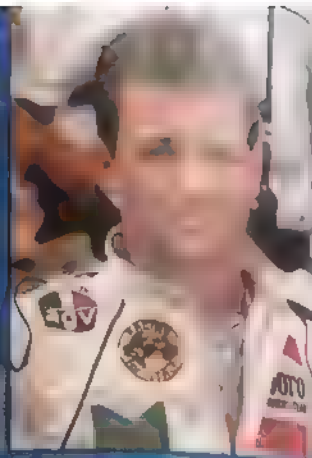


GABRIELE TARQUINI

RIAL RACING

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CHRISTIAN DANNER



NICOLA LARINI

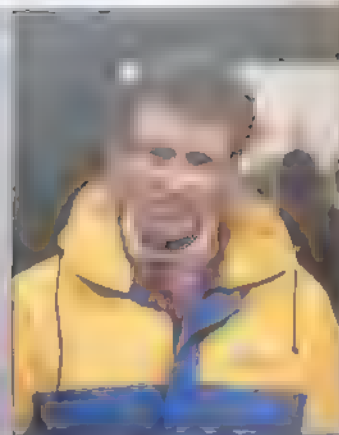
Formula One
Two F1 Gt
Spirit 1978-84
Byrell and Toleman 1985-1
1985-86 Ferrari 1987 McLaren 1988
Ligier 1989 Onyx

Belgium December 22
Three F4000 First Class
in 1989 for Onyx 140 x 111

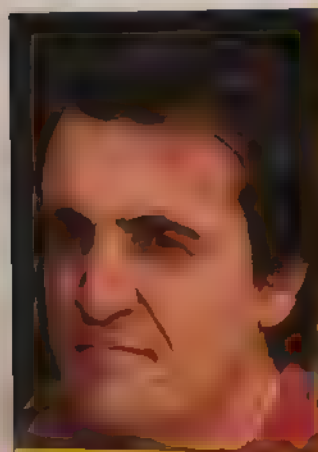
TEAM - Now to Formula One with car designed by Alan Jenkins, but well known for its achievements in Formula Two and F4000. Winner of 1987 F4000 Championship with Stefano Modena.



STEFAN JOHANSSON



BERTRAND GAGHRI



PIERCARLO GHINZANI



PASCAL FABRE

1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678, 2679, 2680, 26

January 1952 1 spec.
Three Chantrelles
Grand Prix Burgundy 1951
1951 85 (see also 1955)
Osella 1952 1 grey 88 / 85p
Osella

PASCAL FABRE Born France
1960. Performing Arts and
Dance School. First Chair, 1980.
In 1987 for AGS, 1st AGS.

TEAM — One of the few little teams which was a matter what the Formula 1 drivers entered in 1980 but was very much a Formula Two competitive



EURO BURN RACING

Formulation

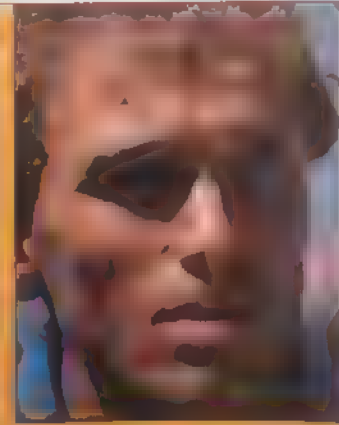
BERND SCHNEIDER



4. 1



[Faint handwritten notes at the bottom of the page]



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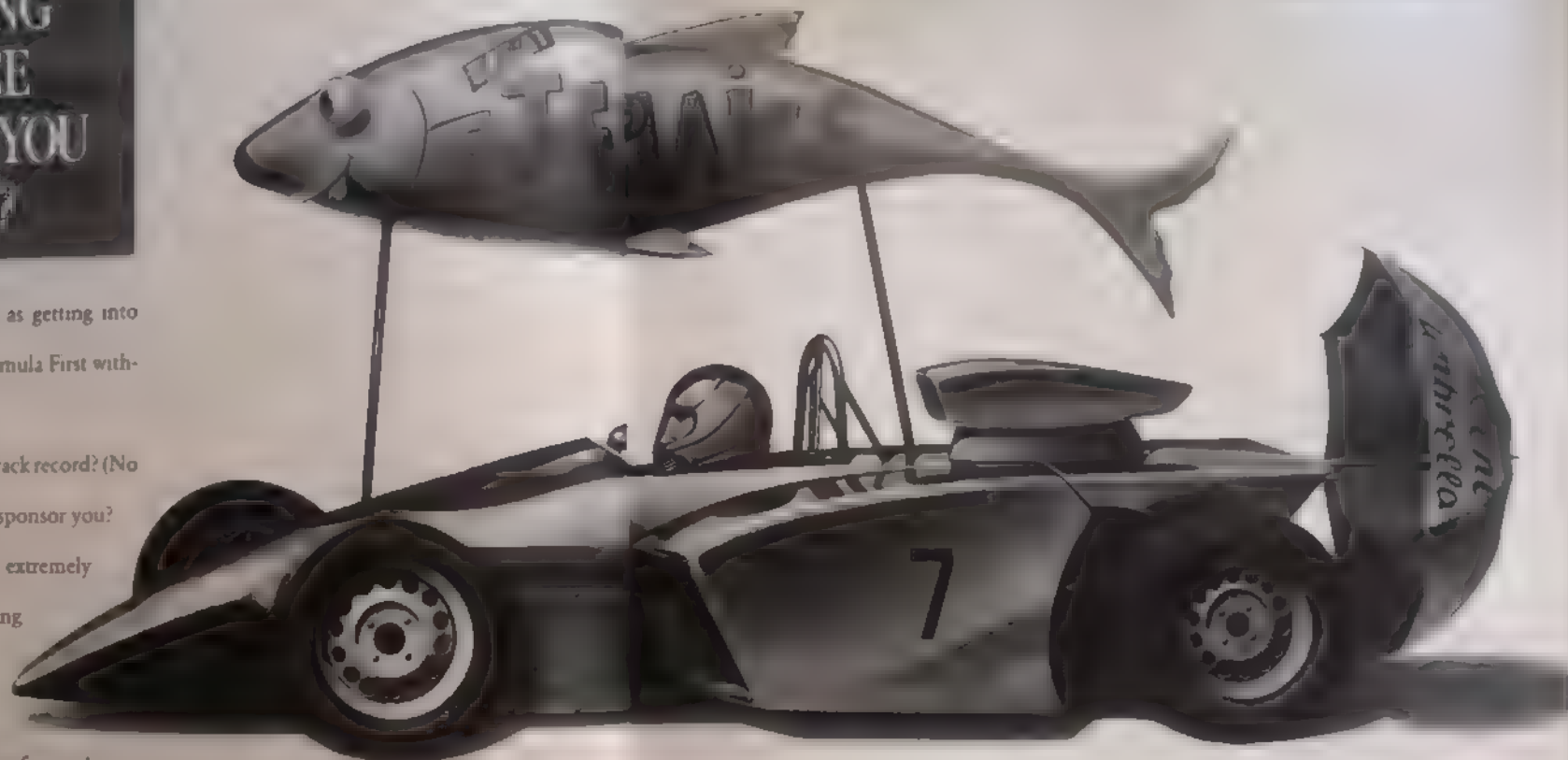
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BRITS IN FORMULA ONE



B Hunt was the first generation of whom we know well into the 1970s. His contemporaries were immense potential Roger Williams, Tony Brise and Tom Pryce. Brise was killed at Zandvoort in July 1977. Pryce's fight against the odds proved fruitless. Tony perished in a crash when Graham Hill and other members of the Embassy Hill team hit trees in fog trying to land at Elstree in November 1975. Tom was killed at Kyalami in March 1977 in the fresh accident when two marshals ran across the track to tend a team mate René Arnoux's stricken Shadow and he struck one of them at full speed. It has taken Britain a long time to rise from those setbacks. More than many think. Yet all it needs is Julian Bailey to confirm a ride with First Racing to bring the tally of Britons in Formula One in 1989 seriously close to FISA's ridiculous 1990 maximum of eight. They may not all be ultra-competitive drivers but at least there are now 10 men representing the Old Country and we'll deal with them here in the safest way — alphabetical order.

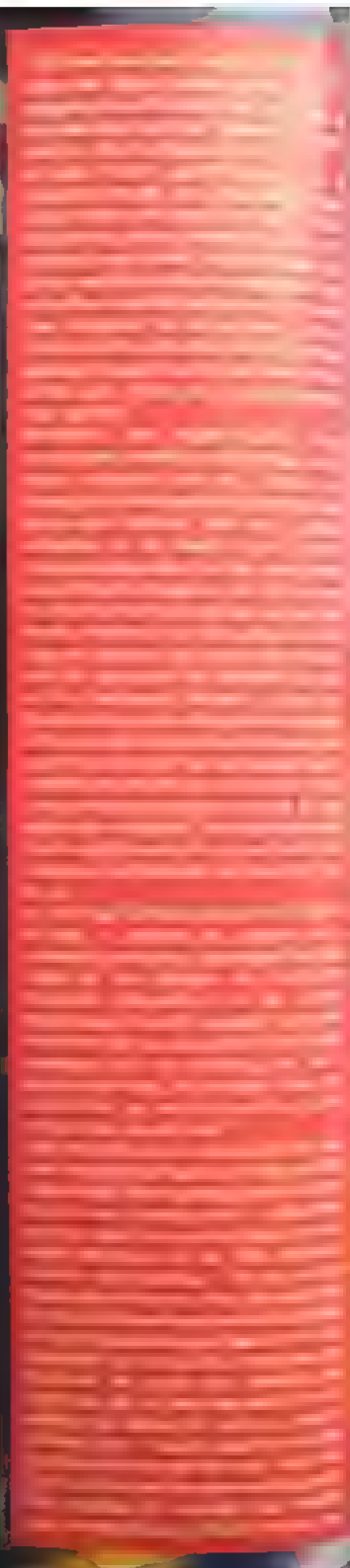
BY DAVID TREMAYNE

As he received the plaudits of an excellent drive to victory in the 1987 Brands Hatch Grand Prix, for £3000 cash, Julian Bailey wore the sort of glum expression usually practised by Grand Prix winners. It was, after all, his greatest race and his most significant success. In fact, he looked slightly comical wearing a red Brands Hatch winner's hat atop a blue one from Avon Tyres. But there was nothing comical about his rejoinder when he was told he would be alright if he smiled. "I'm not thinking about today," he growled. "I'm thinking how I'm going to use this to get into Formula One next year."

It should have sounded like bravado but somehow didn't, but in some ways Julian was the last of the new crop of young Britons one would expect to see at the next in Formula One. Yet somehow he managed the magic trick of parlaying that win into a Formula One seat and Camel's W. Duncan Lee undermined every other announcement he'd spent a fortune making. At a Heathrow hotel last February he

announced that he would partner Jonathan Palmer at Tyrrell. It was a superb bit of opportunism that must have had the Tyrrell sponsors and Andy Wallace of the world looking open-mouthed. Bailey had sold his pub, and added a similar amount to that donated by Paul Cavall of Cavendish Finance to buy the second Tyrrell seat. It was just his bad luck he did so in a year when Kam's came his shoulder rack bottom. 1988 was a depressing year for Bailey, with few highlights beyond topping the timesheets for a long time in wet free practice in Hungary and beating René Arnoux at both Monza and Spa. The Tyrrell 017 was an awful car that did little to make him look good. At the end of the year Tyrrell informed him his services wouldn't be required for 1989, and

eventually it became known he had been replaced by Michele Alboreto. Julian is a persistent and resourceful character, however, and as this is written is talking hard with Samuele Pirio at Toro Rosso, with regard to the second seat alongside Gabriele Tarquini. If that doesn't come off, don't write off his chances of returning in 1990 after a season of £3000 mixed with some sportscar outings.



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Nigel Mansell

Williams-Judd

1988 British Grand Prix

Nigel Mansell thrilled spectators with a heroic drive that gained him second place, in extremely adverse conditions, at the British Grand Prix. This painting captures one of the exciting moments of the race when Red Five came charging through a wall of spray to pass Alessandro Nannini between Stowe and Club corners on lap 20. This was one of Nigel's best performances of the season and was the last opportunity for fans to see the successful combination of Nigel Mansell and the Williams car on home ground.

Each print individually signed by
Nigel Mansell and signed and
numbered by Robin Owen.

"DESERT LIONS"

Ari Vatanen and Juha Kankkunen

Peugeot 405 T16 and Peugeot 205 T16

1988 Paris-Dakar Rally

Produced in association with Peugeot Talbot, Desert Lions' commemorates Peugeot's success in the 1988 Paris-Dakar Rally. The painting features the Peugeot 405 T16 of Ari Vatanen and the 205 T16 of Juha Kankkunen storming through the desert during the early stages of this, the world's most demanding and controversial rally. Despite the theft of Vatanen's car, Peugeot celebrated with two winners, Juha Kankkunen being the first across the line and Ari Vatanen the moral winner, as he had maintained a commanding lead prior to his disqualification.

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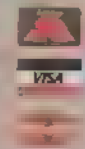
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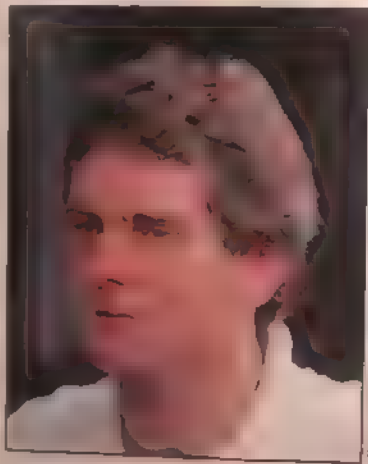
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of the past and he is determined on a fresh start. It's easy to forget that prior to Imola in 1988, he hadn't been off the front row for 17 races, and that's an incredible tribute to his competitiveness.

Some expected his 1988 disappointments to blunt his edge, but just as the cruel blows of 1986 and 1987 did they had the opposite effect. From adversity, Nigel Mansell bounced back more determined than ever. It is his most endearing characteristic. When the Williams FW17 was right, he was in there going for it, as Rio, Silverstone, Hungaroring, Estoril and Jerez double underlined.

Like Prost in 1987, '83 and '84, Mansell is a driver who has overpaid his dues. He knows how it feels to lose not just races but championships as well in the dying moments. And he has come to terms with it. He is more relaxed with himself as a result, his 1988 outbursts being more a product of his general frustration. He now faces a season like '86 and '87 when he has a team mate of comparable stature, but if the technical package works, expect him to be in there fighting for victory. After all, both Mike Hawthorn and John Surtees were champion in their Ferrari years.

Jonathan Palmer is another Brit who has paid his dues, working with a succession of lesser teams and covering himself in glory in 1988 for the manner in which he persisted with the dreadful Tyrrell 017 and never once let his frustration boil over.

The Doc is at a crucial stage in his Formula One career. He's been around long enough to be quick and safe, even if other drivers don't care for his neglect of his mirrors, but he has also been around long enough for each race to be yet another step towards obscurity if it doesn't produce something dramatic.

At Monaco last year he was simply brilliant, giving the lie to detractors who don't feel he possesses the outright speed to be a champion. With Harvey Postlethwaite's Tyrrell 018, he will be quick this year and having his first team-mate of acknowledged superior status will give an added edge to his driving in 1989. It will be fascinating to see how he copes with that situation. Like Mansell and Palmer, Derek Warwick has been around a long time. Very much at ease with himself, he still possesses a fearless determination that reminds one that he very definitely believes in himself 100%.

Observers remain divided on whether he has the outright speed, but it is a long time since we have seen him in a really competitive car. Certainly, he still has the bravery and the hunger, as evidenced by his gritty seventh place in Canada last year only a day after his mammoth shunt in qualifying.

In an uncomplicated Arrows A1 designed by Ross Brawn and powered by a reliable Judd engine, he has his best chance in years to capture the form that took his big brother, Jonathan, to the 1982 British Grand Prix. At Paul Ricard, he had to grab with both hands.

PALMERS

F1



BY JONATHAN PALMER

Happy New Year! I signed off my first column by expressing confidence about the last two races of 1988, Suzuka and Adelaide. The reason for this optimism was an encouraging test session before we went to Japan and I'm relieved that my predictions of a substantial performance improvement for the last two races of 1988 were proved correct.

Racing in Japan really is quite an experience; there are just so many things that are different about it compared to any other country in the world. For a start, the trip from Tokyo airport — Narita — to Tokyo city makes Heathrow seem a mere brisk walk from the West End. Such is the size of Tokyo and the density and speed of the traffic, that it takes the weary jet-lagged traveller two hours in a "limousine" to make the journey — in travelling time that's a bit like having London airport at Bristol! And a "limousine", I should point out, is not quite the Western idea of the word, but the name for the narrow coaches that are used. Probably due to a combination of the lack of physical size of the people, together with the lack of physical space for anything they use, much in Japan seems to be three-quarters size and the coaches are no exception — it's definitely true!

There are some splendid hotels in downtown Tokyo and we had the pleasure of staying at one, the Ans, courtesy of our sponsors, Dan Gurney, for whom we were doing some promotional work in the capital. Japan is the only place I know where stopping is actively discouraged — there are even notices to that effect — which is a definite plus point as far as I'm concerned. I frequently become irritated at arriving in a foreign country with only large denominations of whatever currency they use in my wallet as the hell boy haven't having left my bags in my room.

When it comes to travelling the 300 miles or so south to the Suzuka circuit from Tokyo, the better train is the way to go. 150mph fast, smooth and highly efficient, tickets for this rate even have your seat number marked on them. Tyrrell had booked Julian and I into a small businessman's hotel in the town of Yokkaichi, about 10 miles from Suzuka. You've probably heard about those body-sized sleeping compartments that people are supposed to use in Tokyo; well we had a bit more space than that but not by much! Our rooms consisted of a small single bed with just 10 inches width around it, with absolutely no wardrobe or drawer space at all. It did have a bathroom though,

perhaps more accurately described as the Japanese "bathroomette" which is a pre-moulded four foot square plastic unit in which the walls, floor, ceiling, bath, basin and lavatory are all formed as one!

The good thing about the hotel is that I was walking distance to the railway station which was just as well as it turned out that the travelling options to Suzuka circuit were either a fifty pound return taxi ride or a ten pound return train ride with a short taxi trip at the end of that. Bored now? Well yes, our chief engineer, Brian Lister, had one and he took two hours driving the taxi rather than from Yokkaichi. As I have said, motor racing in Japan is different.

I first raced on the Suzuka circuit back in Formula Two days with Rahm Honda and it is a particular favourite of mine, having a fabulous sequence of corners, all different and interesting, while the track itself rises and falls and even includes a Scalextric-type crossover to make it in effect a distorted figure of eight pattern. It is 6,600 feet, stretching for nearly four miles, which means that the race length is a relatively few 51 laps.

Things didn't start off very well for me. I had a practice session on the Friday morning. After just ten laps I was

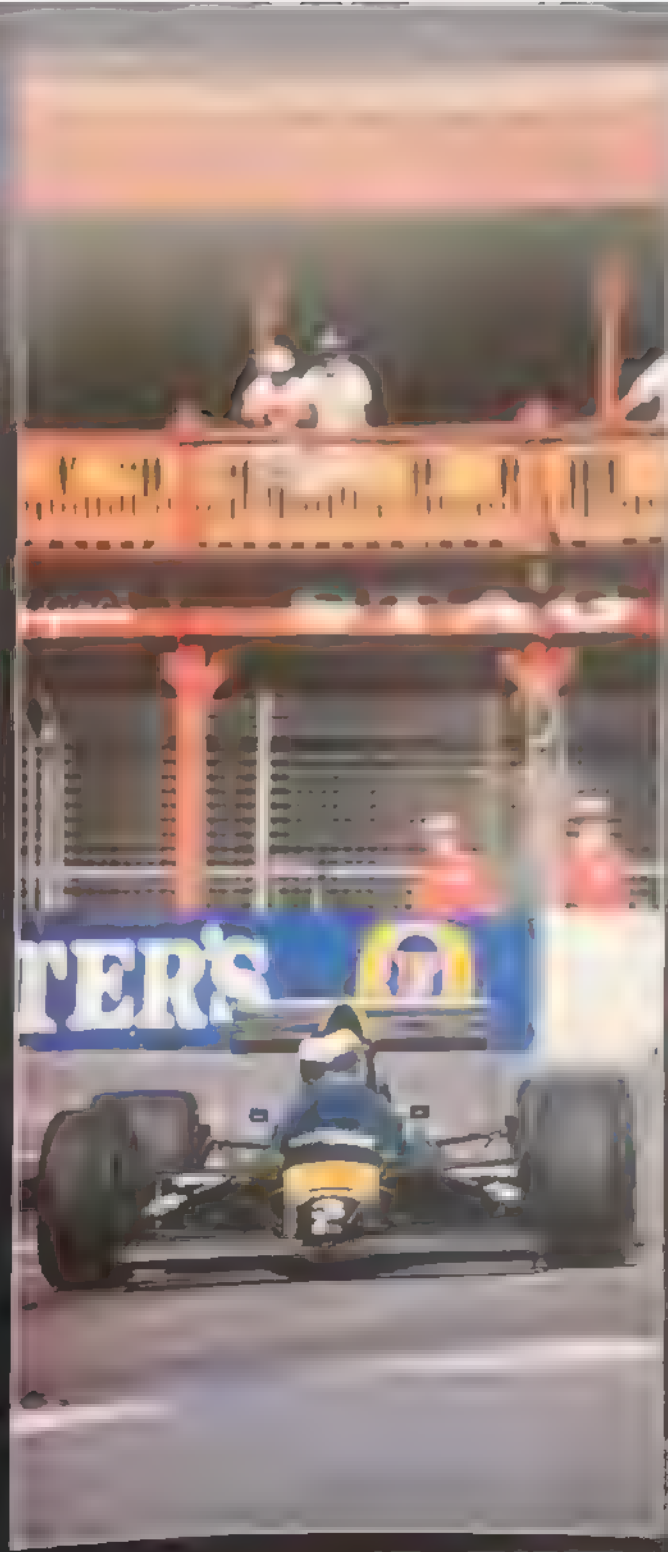
positioned on pole position for the start of the race. In the afternoon, the mechanics had made our gearbox run then we had a 15th position running time in the morning. Most of the day, for what strong points, practice session on various gear.

I therefore, had final quality of the car and my driver. I had to make an attempt to set-up. In fact not only did it work, but my Tyrrell Ford 017 felt better from a handling point of view than it had at any time during the year, and I was delighted to knock one second off my previous day's time to put me up to 16th on the grid despite the clutch cable having broken which with two first gear corners made things pretty tricky.

Suzuka is notorious for its rain and the fact that we'd had a dry time at the track so far seemed almost too good to be true. To my disappointment, with the car having felt good on full tanks in the warm-up, the rain started to fall an hour and a half before the race start. As we sat on the grid there was a fine drizzle — not enough to put us on but sufficient for us to be all slightly unsure as to how much grip there would be on the damp track on our slicks.

As it happened the grip level was pretty good. Thankfully I made a good start from my 16th position and actually moved up a few places and with a few fine lap drives I was delighted to come round in 11th place as I started the second lap. I was even more pleased to find that for from falling back into the clutches of the following cars as they found their feet, I pulled away from those behind and was soon on the tail of De Cevenin's Rial ahead. After overtaking him on the third lap I was then following Ponsse's Williams, who was about three seconds ahead at this stage. I did drop away but only slowly and after Warwick came off ahead I was now in a solid 9th place.

I remained in 9th place, having a bit of a tussle with Cheever's Arrows until half way through the race when suddenly my previously well handling Tyrrell started to steer itself around the track — clearly I had a problem. It was a puncture and I had to do almost a whole lap slowly before I could get back to the pits for a new set of tyres. This dropped me back to 15th place but nevertheless I was soon chasing hard again, moving in the early middle handling and thoroughly enjoying myself as I clawed back to finish 12th. Even more promising was the fact that I had on the 6th fastest race lap which I think I would have done with or without a new set of tyres. Clearly we had indeed made a



substantial improvement in the car's performance.

Unlike the vast majority of people, I returned home after Japan to spend 5 days with Gill and Emily, as well as arranging various business affairs, before heading back out to Australia. Even that wasn't simple. Having arrived at the airport, Gill dropped me off and headed home whilst I found out that my Qantas flight had been delayed seven hours as a consequence of the aircraft being involved in an accident — with a crashing truck at Bangkok! Anyway, the aircraft had apparently been patched up with tape (literally!) and eventually I arrived in Melbourne at 5 o'clock in the morning on 7th November. I took a friend of mine to phone me up two hours later to wish me many happy returns before I remembered that it was my birthday too!

On the evening of my arrival I drove out to a little town called Maryborough, some 120 miles or so from Melbourne, to meet an old girlfriend of mine and her family for dinner. What I couldn't get over in just those short hours (the roads here, on one particular 60km stretch between two towns I saw just four cars driving between 100 and 120 mph on a busy summer Sunday, 'No-one was hurt!') was the sheer purpose of my Melbourne stop-over was to talk at the annual rally conference of the RAC, which took place at the 1000m Normans Road circuit. It was an incredible evening and, afterwards, to remind me, Jack built himself the 'Australia follows Formula One'.

The Adelaide circuit is another of my favourites, apart from being one of the most heavily used circuits. It also features a long straight to make overtaking possible, rather than London like Monza and an interesting selection of corners. At the point of last year's race it was in some of the best, with a big place with a speed of 160 mph and a lot of the 1987 Formula One Grand Prix. It's one of the most important circuits with 16 degree banking around the track.

During the first practice session the Tyrrell, Ford, 107, arrived early with a broken straight away and I had been driving around both circuits in the early part of the season although last year I only used the spare car with the old suspension system and other people generally got going. The afternoon qualifying was quite disappointing for me. I had a bad start and then I thought I was in a good position but I was not. During the 1000m practice I had a good start and I managed to improve my previous day's time by nearly a second to put me up to 10th on the grid and indeed this would have seemed an excellent qualifying result and a few more laps, enough to put me in a good position for the 1000m race. I had high hopes of getting into the top 10 and I had been told I was a good driver.

The Sunday morning warm-up practice was usable for one of my few driving errors of the past I was going hard early on in the practice when the track was a bit dusty, which was not a problem in itself except that I missed a gear changing down for about the trickiest corner of the track and that fraction of a second in neutral was enough for me to lose the back end. At any other place on the track a spin might have been harmless, but here the edge was a concrete wall and that's what I hit at about 80mph backwards, which destroyed the left rear corner of the car. It was a pretty heavy smash and although the car was repairable, with the chassis, engine and gearbox all appearing O.K., Ken felt that there may be hidden damage and that it would be safer for me to take over the spare car for the race.

To my immense disappointment I didn't get far in this. Running in a reasonable 16th place in the early stages I was about 10th at the end of the race. I was disappointed at putting up with the problems as the car's fuel tank had exploded and this, having happened to me in the past, was a bit of a shock. I was told that the car was a bit of a mess and I was told that the car was a bit of a mess and I was told that the car was a bit of a mess.

As for the race, the differential showed, I ended up in the 10th place and I was told that the car was a bit of a mess and I was told that the car was a bit of a mess and I was told that the car was a bit of a mess.

Supposedly flying with British Airways for the whole 26 hours of my flight from Adelaide to London, with two hours to rest in Singapore the Captain told me all the shabby news that we would have an additional five and a half hours delay before we could start home. I was told that the car was a bit of a mess and I was told that the car was a bit of a mess and I was told that the car was a bit of a mess.

at Singapore I for Airlines flight was 20 minutes also along with Bernie Professor Watkins engineers I made swap flights.

We completed Dubai and with just from Dubai to Seattle I imagine I was feeling myself having airline delays. Just preparing, connecting, landing, passport, customs, drive home.

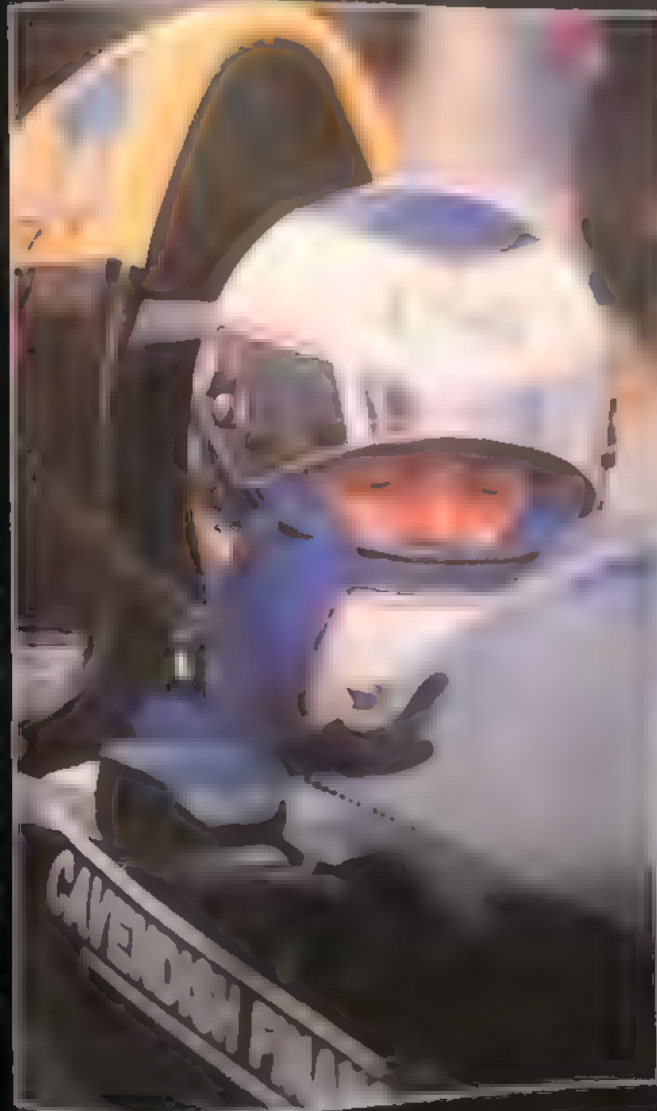
sequence the Captain announced that due to fog in London we would be diverting to Amsterdam until the weather situation improved. I arrived Amsterdam 5.30am and sorry to say that we had hourly projected departure times from 8.00 o'clock onwards, to no avail. For one and a half hours we did not even have the option of being able to get off the plane having been towed out and left parked on the apron, supposedly while being moved from our gate to another, which eventually occurred.

You can imagine how frustrated I was becoming in the morning wait on, with Singapore Airlines handling the situation particularly incompetently. Eventually it became clear that the Singapore 747 was probably going to stay there, the night and so in the early afternoon I managed to find a KLM night, and finally got to London at 11.30pm local time. The British Airways flight, yes, that arrived at last and a half hour delay after they had to be taken away to a new home.

What I looked a bit of a mess when I got through was the Rallycross Grand Prix at Brands Hatch. Many will remember that I first did this event back in 1982 and had considerable success (winning John Wyer's old Escort XRC and for last year's event I was eager to compete with a more competitive car to try and do even better. With the final 1000m being about the 10th car on the current Rallycross scene, I was delighted to be able to have the opportunity to run a spare car that Monte Adams had been built up in Germany. With backing from Mobil Unleaded and Ford Credit I had high hopes of a competitive

run in the 1000m, which was proclaimed as a victory last year.

Rallycross is a bit of a mess for the car. With 650 horsepower the performance is about 0-100 in 10 seconds and what's more, the power on to the wheels is a surprising amount. I don't exceed 100 mph and you think that the old Group B cars were hurtling through forests at 150/160mph, you can't help feeling that FVA was right to ban them!



Discrepancy means that the car's performance and lack of fuel for the whole weekend which was a great pity.

In terms of fuel costs, all the money I finished second in my first heat having lost off the start but upon the last lap, and had a substantial lead in my

on the back of the grid of the 1000m but middle ground prevented any certain running in this.

What was particularly encouraging and interesting was the fact that we ran the RS200 on Mobil Unleaded fuel throughout which gave absolutely no problems at all and clearly did not detract from the performance. All in all, tremendous fun and I hope to be back this year in an effort to win that 1000m!

Back to the serious business of Formula One. I am this year in being for and away the most important yet for me in Grand Prix racing. With the strengthened design team, led by Harvey Postlethwaite and incorporating the French aerodynamicists, Jean-Claude Mignot, and the highly experienced John Liles, I believe that the 1989 Tyrrell 008 chassis contains the potential of winning a Grand Prix. Running the Ford Cosworth DFR engine, as run by Benetton in 1988, we should have good and perhaps more importantly reliable power to help you throw back on the Grand Prix map to a leading team.

One of the best bits of news for me over the winter was when Ken phoned me to say that Michele Alboreto would be my teammate. Michele is a great character and undoubtedly make an important contribution towards the development of the car and the team. I am looking forward to working with him as a concerned center to put us towards the front of the pack. Equally important, in an established Grand Prix circuit he is a very quick driver and most will appreciate the fact that I have had someone of his caliber as a teammate and target for my own driving performance.

I have never looked forward to a Grand Prix season more!

THYNNE END OF A PLEDGE

BY DAVID TREMAYNE

It is always a pleasure to talk to Sheridan Thynne, Esq. More accurately, to be talked to by Sheridan Thynne Esq. the answer to any question, one feels, is framed not only in the few seconds before the aristocratic voice speaks, but also in the centuries of breeding which made those cultured tones possible. Few Grand Prix teams boast such a figure, so when Frank Williams was unavailable, at extremely short notice, we were fortunate indeed that his Commercial Director — the aforesaid Mr Thynne ably assisted by Mr Colin Cordy — should so willingly step into the breach. The other rare ingredient provided by Sheridan Thynne, and a very welcome one, is a regular seasoning of humour.

Serious matters first, however. Thynne has been with Williams, with one short interruption, since it became a winning team. The new season brings the tenth anniversary of Clay Regazzoni's memorable Silverstone victory, the first of 40 in those ten years. But 1988 was the first season since that auspicious day that Williams failed to secure a single Grand Prix win. A bitter pill to swallow? The Thynne reply is courteous, but firm.

I don't think swallowing bitter pills is what Formula One is all about, one spends more time looking to the future than the past. We are not thinking at all about 1988 or about Honda terminating their contract so precipitately in 1987, we're thinking about Williams-Renault in 1989, and the

prospects for what Boutsen and Patte will be achieving this year and next in the technical and commercial support programme we need to make that happen. Before looking at the Renault relationship, what of the general prospects for Prix racing in the post-turbo era? Will Formula One remain the test bed for high-tech developments? "I don't think costs reduced by the return to a five atmospheric-engined formula, and I do believe the governing body has sufficient in-depth understanding of how Formula One works to legislate how to control it."

From the chassis builder's point of view, the development aspects of Formula One happen through component

manufacturers, suppliers of brakes, plugs, shock absorbers and so on. The top of these companies tell us that they will not have discovered anything new by the time they have discovered it enables their discoveries to be capitalised on by their competitors.

And so to Renault. The English and the French have a long and jealously guarded tradition of mutual hostility, so will the Thynne diplomacy be taxed by the switch from Judd power to their new partners across the Channel? "Well, comes the answer gastronomically it's immediately preferable, and in addition it's a great deal quicker. If one catches the 0630 flight out of Heathrow, one is in business in Paris fairly early that day, whereas our previous engine suppliers required a much longer travel time."

More seriously, we are starting a relationship with a very strong international company, one which we believe has the technical and financial muscle to deliver what it takes to bring Formula One into the Nineties. "Is there any sense that Renault are a wiser firm since their 1986 withdrawal from the sport, and thus better equipped for their return?"

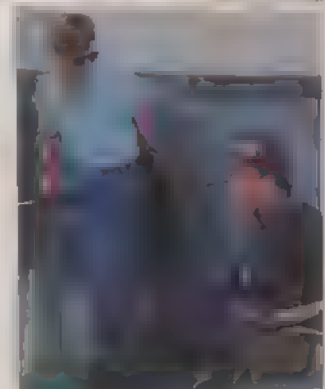
It's important to remember they didn't actively seek to withdraw from Formula One. They had relatively short notice that Lotus were going to obtain engines from another source, and had some discussions with ourselves and McLaren at that time. My own understanding is that they stopped supplying engines purely because they thought that if they couldn't supply them to Lotus, or Williams, or McLaren they didn't want to supply them at all and so took the strategic decision to withdraw.

But I know they have kept alive the spark of Formula One within their organisation and promotional people will be assisting the 1989 programme who were involved in the promotional and managerial

World Championships is an all-consuming task. It is noticeable that Honda, despite their great success in recent years, has decided that it's wise to supply only one team.

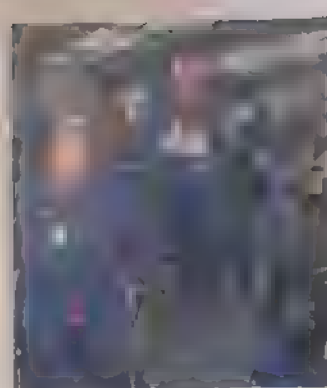
On the immaculate Williams shopfloor sits an interim FW12C with a Renault V10 being strapped to its back, and a considerably bulkier object it is than the previous year's units. Two cars had already been despatched to Rio for pre-season testing, the point being to get some decent mileage on them after losing time to the weather at Paul Ricard before Christmas.

The arrival of Renault has not, on the face of it, prompted any dramatic change of the Williams livery, nor any major reorganisation of sponsors. Colin Cordy



The biggest change is that at the end of the 1988 season we said 'Goodbye' to Mobil after ten years. A big part of the Renault deal is that we also take Elf, the French company, who will be supplying petrol and lubes to the team in 1989. Otherwise Canon remain the principal sponsors, while ICI and Barclay remain very much to the fore and Denim and Fondmetal continue too. We've actually done quite a bit of research into public recognition of the Williams car and we've found no reason to move away from how it has looked in the past couple of years. So much for the names which will figure on various parts of the Williams cars.

Inside the cockpit, they will



by using two names which, in Grand Prix racing, are unrivalled experience. Thierry Boutsen has 89 Grands Prix under his belt, while Riccardo Patrese, with 176, shares the all-time record. Sheridan Thynne is in doubt as to the qualities that brought Boutsen from Benetton to replace Nigel Mansell.

He has, first of all, a very serious approach. His testing experience will be of great value, as will his time with Ford and his knowledge of that engine in the early stages of our evaluation of the Renault engine. But he is also extremely competitive in the best sense of the word, highly analytical of the car-engine-chassis package, of a very high level of intelligence.



and we look forward very much to working with him." Colin Cordy echoes the point. "Frank has been watching Thierry over the years and now thinks he has all the hallmarks of a race winner. He is further advanced in his standing as a Formula One driver, than Nigel Mansell was when he came here. People tend to forget Nigel hadn't won any races before he came. All his 13 wins were with us. Thierry drove the car for the first time at the end of November and has put a lot of miles in since then. He's also been brought up to understand the commercial side of Formula One and with his linguistic abilities he's a great guy to work with. Before singing the Patrese praises, Sheridan



A collage of various objects including a white bird, a yellow flower, a blue and white striped object, and a small white object, all set against a dark background.

A group of people, including a man in a white shirt with "MONTY" on the back, standing behind a white car.

unsuccessful performance of other teams and it's very important — for those teams for Formula One and for McLaren — that results are spread more evenly. If Williams, Benetton, March and Ferrari — not necessarily in that order — can deliver some results, we might see a good season from the spectators' point of view, which and is applicable at least to a very exciting one of the period, the previous period in which we involved Formula One teams not having worked out as planned, and Frank to my great good fortune having invited me back. I've been able to change the agenda and have much to offer readers — despite a long period of absence from the scene — and I hope to be able to bring you a new book in the near future with a new position. The Renault team manager who makes his debut in a new position — which I would be with pleasure to discuss with you.

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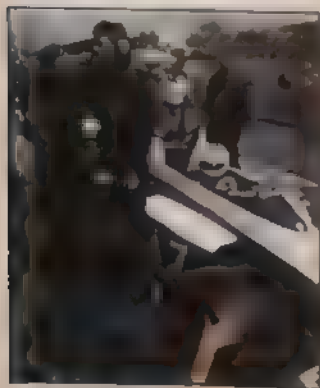
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competitive ride. He thought it was odd to leave an Alfa Romeo power steering in the car. Procar was the BT50 designed by Barchetta and Sergio Rinland. The Argentinian was then designed for Southern Italia and had a completely new power steering. questioned on the press conference. However he was not only known for a return to England but also for his on loan to In Brabham. The day he left, having worked for Procar for several years as Murray's assistant. Just before Suzuki it became clear he



the Alfa engine was no longer an option. Fiat has a very clearcut idea of the manner in which it intends to exploit its non-sports involvement and was going to stick to a proven formula. Alfa's racing engineering (Ferrari was its not team) in formula One, Alfa would represent it in sports car racing and saloons and Lancis in rallies. If it suited Fiat it would put new cam covers on its stallion Ferrari Indy engine and call it an Alfa and who knows, it might even relabel the Alfa V10 as a Ferrari if Ferrari's own V12 atom engine proves unavailable but the clear inference was that

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Bruno's ~~own~~ ^{first} neighbor the Jons
and brought the team back stock and barrel
and that he himself would ~~appear~~ ^{be} his

running the company for Baker and will be employing a team manager.

and when it also became clear Brown intended to continue with his Euro Brun from 1964, Brown cancelled in short notice and was the representative of a mysterious firm counterpart called White Windsor himself did not volunteer any information but instead spoke of golfer Greg Norman joining as a business adviser "without whose help already I couldn't have got this far". That disclosure inevitably fuelled speculation that Nigel Maxwell was

had to pre-qualify for races proving believing that his situation had deteriorated to that extent. Modera figured in the Brahman mix, and Mauro Brundle came strongly into the former Formula One cam sportsman. Mauro Baldi's name was also mentioned rather half heartedly but one could not be so comfortably sanguine that was more than enough to confirm seriousness of his interest. Eventually, a deal was struck.

Butter however was only for a short time, he passed it on to the team in glib terms, speaking of it as being to put the deal off. He had never planned to get involved, claimed unconvincingly, and was to pursue other, better opportunities. Now he was in some where a bit of a deal was struck and W. W. were normal, and so the mystery was given now, nobody is sure who the Brahman whether it is still for a while or even Alfa.

All that is really certain in one of the most intriguing riddles is that Brahman back and that it is as ever now as ever the winning races.



ONYX RACING

BY DAN KNUTSON

When the new season gets underway in Brazil, the latest of a long line of British teams will be making its Formula One debut as Mike Earle's Onyx Racing joins the Grand Prix circus. But while it may be new to Formula One, Onyx is certainly not new to racing. When Onyx Racing sets up shop in the garages at the Nelson Piquet Autodrome in Rio de Janeiro they will bring with them plenty of racing experience that includes the 1987 Formula 3000 Championship and two drivers with a long list of accomplishments.

Team owner Mike Earle was a friend of the late David Purley and ran Purley's racing efforts including his brief stint in Formula One. Purley died in a stunt plane crash in 1984. Onyx Racing was in a way born out of the Purley team.

In 1984 Onyx ran three Marches in Formula Two in a team headed by the competent Emanuele Pirro. It was the last year for Formula Two as 1985 saw the debut of the Formula 3000 series.

Pirro, driving the Onyx F3000 March, won twice in 1985. He, Mike Thackwell and Christian Danner battled for the championship right down to the final race. Danner took the title after Pirro and Thackwell knocked each other out on the first corner. Pirro ended up third in the championship.

The next year Pirro and the Onyx Racing March won twice and placed second behind Ivan Capelli in the Formula 3000 Championship table.

In 1987 with the help of newcomer Stefano Modena, Onyx Racing finally took

home the Formula 3000 crown. Modena, a former karting champion, had fewer than 20 car races to his credit. He showed his talent with three victories. Modena signed for the Euro Brun Formula One team in 1988. Onyx Racing meanwhile had its worst year ever in Formula 3000. Of the team's three drivers, only Volker Weidler scored points. The German ended up tied for 15th in the final standings.

By the first of this year Earle already had most of his Formula One effort organized.

One car is Alan Jenkins. In 1984 Jenkins and Steve Nichols worked under Ian Barnard at McLaren. That year McLaren drivers Niki Lauda and Alain Prost won 16 races and dominated Grand Prix racing. Sound familiar?

Roger Penske then hired Jenkins to design CART Indy Cars. But the team struggled with the Penske PC15 in 1986 and the Penske PC16 in 1987. Neither car was competitive, and Penske reverted to Marches. Jenkins and Penske parted company in 1987.

Now Jenkins is back in Formula One. Perhaps the most exciting technical feature of the new Onyx is a computer transverse 6 speed gearbox. It's a joint project between Onyx and the XTRa company which has previously been involved on several rally projects.

The cars will be powered by Ford Cosworth DFR engines, the same type of engines used by Benetton last year. Onyx had already placed a deposit for five of the engines.

At the time of this writing, only the question of chassis had to be settled. Though it seems unlikely, Onyx may be able to secure a deal with the Benetton team. The new team will be headed by Benetton last year's Formula One driver, Gerhard Berger. The team had fired Rene Arnoux after the Brazilian Grand Prix and Johansson now took over the #28 car. Johansson nearly won at San Marino, only his second Grand Prix with Ferrari. Senna had run out of fuel with just three laps to go, and Johansson shot by into the lead. The 100,000 Ferrari fans cheered so loudly that they drowned out the noise of the engines. Sadly, Johansson ran out of fuel a lap later.

His best finishes in 1985 were a pair of seconds behind team leader Michele Alboreto. In 1986 Ferrari went into a decline which resulted in no wins for the team for two years. Johansson managed several thirds and placed fifth in the 1986 World Championship.

In 1987 he received the magical offer to join McLaren alongside Prost. But McLaren struggled that year as its TAG Porsche engines were no match for the Hondas. Even Prost had his share of troubles, and

Stefan Johansson never due to match the master was able to win a race. In the season finale he finished fourth, trying to pass Gachot, moved his braking point and finished fourth. Gachot motored by the carnage to win the championship.

1986 saw Gachot and his sister Mark Mandell embroiled in two Formula Ford 2000 Championships. Gachot got two endorsements on his racing license, both after clashes with Mandell. Gachot won five races and the British FF2000 Championship and placed second behind Mandell in the European series. Moving up to Formula Three in 1987, Gachot drove for the Dick Bennet West Surrey Racing Team. He won three races to place second in the British Championship behind John Herbert.

Senna started 1984 without a regular Formula One ride. He still managed to compete in six races. He subbed at Tyrrell for three races while Martin Brundle recovered from the injuries he suffered in the last.

McLaren signed Senna in 1988. Johansson was again on the job market. He ended up in the disastrous Ligier car. Senna won the World Championship in 1988. This year the Onyx team will have to pre-qualify just to get a chance to race.

If you look at Stefan Johansson over the past four years, you will see that he has done very little testing, Earle says. It is he has a lot of the necessary attributes: experience and the ability to adapt quickly and make technical changes to the car. If we take him as part of the family, he will get the job done.

The second driver in that family is Benjamin Bertrand Gachot. Like Johansson, Gachot started his career in go-karts. In 1984 Gachot drove 10 races in the Benetton Formula 1 series. He crashed badly at Zandvoort and had to spend a month of sheet time in the hospital. Accidents and close calls have followed Gachot through his career. He has as one journalist says, an "exuberant driving style."

At the end of 1984 Gachot visited Brands Hatch for the first time and took part in the Formula Ford Festival. He set the fastest time in qualifying and ended up third overall in the series.

In 1985 he competed in the British Townsend Thoreson Formula Ford 1600



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1988
WORLD CHAMPIONS

WORLD CHAMPION

[illegible]

A broken gear shift on the grid forced Senna to abort the start and switch to his spare car. He started from the pitlane and drove a stunning race as he climbed through the field to second place behind Prost. Then officials black flagged Senna and disqualified him for his illegal change to the spare car. Round one to Prost.

Next it was on to Imola and the San Marino Grand Prix or, as Senna called it, the question mark race. The Dino Ferrari Autodrome with its fast curves and sharp chicanes makes engines guzzle fuel. The rules in '88 limited the turbo-charged engines to 150 litres of fuel for a race, while the non-turbos had no fuel limits.

The fuel rule was meant to create parity between the turbos and the non-turbos. And it worked, except for the McLarens, that is. If you take the McLarens out of the '88 championship table, the turbos and non-turbos split the wins evenly.

But this early in the season nobody knew if the McLaren's 1.5 litre Honda V6 would be able to perform well under the stringent fuel limitations. Senna answered the question by leading every lap.

"Today was very satisfying," Senna said after his victory. "Before this year I always had to push all the time. Now I have a car which allows me to control the pace."

Next it was on to Monaco. It was another question mark race. Would the McLarens be able to perform their magic act on a street circuit as well? Of course they could. But Monaco was important for another reason. Senna was leading the race until he made a mistake and crashed. Up until that moment it had been a perfect weekend for the Brazilian who had been the quickest in practice and easily controlled the race. The perfection, however, ended in the guardrail.

Senna freely admitted he had made a mistake. Still, exactly why the accident happened has never been revealed. One story is that the McLaren had a slowly deflating tyre, but Senna refused to pit. The accident had a profound effect on Senna. "Monte Carlo was the turning point in the championship," he said after clinching the title in Japan. "The mistake I made changed me psychologically and mentally. I changed a lot inside. It gave me the strength and the power to fight in critical moments. It was the biggest step in my career as a professional, a racing driver and a man. It brought me closer to God than I had ever been."

Those on the outside, meanwhile, looked at the championship table and sagely nodded their heads. After three races Prost had 24 points while Senna only had nine. "We told you so," they said. "Sure, Senna is fast. But Prost's experience is showing through."

Next it was on to the North American tour: Mexico City, Montreal and Detroit. Senna finished second behind Prost in the Mexican Grand Prix. Problems with his pop-off valve dropped Senna behind at the



reason why the two McLarens were similar was that Prost and Senna worked together during practice and testing. "We work well together," Senna said. "Believe this year we never spent much time together. Since we are working together we understand each other. So far we haven't had any problems."

Unlike the Williams team where Nelson Piquet and Nigel Mansell openly feuded, the McLaren team usually kept the peace. Prost has always worked well with his McLaren team mates.

In the Canadian Grand Prix, round four, we saw the first on-track pass of the season. Senna chased Prost for 19 laps, then took the lead when Prost got baulked behind a slower car. "I didn't close the door on him," Prost said afterwards. "I didn't think that was fair."

A week later Senna led every lap through the tortuous Detroit streets to win his third straight U.S. Grand Prix.

Senna had been making himself unpopular with the press by failing to show up for the pole winner press conference. In Detroit McLaren director Ron Dennis told the press that from now on his drivers would no longer attend the post-qualifying press conferences. The team's debriefing sessions were more important.

The press were also complaining about another aspect of McLaren — the team's domination was creating boring races. Senna: "I don't care. I had four years in Formula One, always chasing, chasing, chasing. This is the first time in my career that I have had a chance to be competitive." Dennis: "I don't know what people expect us to do. Do they want us to be less competitive? I don't think we should be criticised for it."

Fortunately, the second half of the season was far more interesting — Senna and Prost battled head to head; they were challenged by other drivers; battles raged for "Class B" (third place behind the McLarens); plenty of political intrigue and rumors made the paddock a fascinating place to be; and we saw McLaren create history.

I decided to push a little harder in the second half of the season," Prost said. Then he went out and proved it by out-qualifying and out-dueling Senna in the French Grand Prix.

A week later the British Grand Prix marked the first and only time that one of the McLarens wouldn't be qualifying on the pole. Indeed, they didn't even qualify on the front row. Gerhard Berger won the pole and led the opening laps. It was the first time of the season that someone other than a McLaren would lead a Grand Prix. Senna, though, went on to win in the

51

In the words of Enzo Ferrari himself the French Grand Prix of 1958 was 'a strange and terrible tale of death in which the principal players were Hawthorn and Maserati, seen by many as the last of the truly great Italian drivers in the mould of Nuvolari and Vazzi. Both men were under intense pressure Hawthorn because the World Championship was in his grasp if he could only beat compatriot Stirling Moss, Maserati because of financial problems which

A year later Hawthorne was dead and Mill was making himself the hero of a new Perrault's Story (one effort. This is the little American in opposition to Hawthorne).

Before becoming top dog at Ferrari, Neri faced fierce opposition from French team mate Jean Behra, here are the two if they united to combat at Zandvoort 1949.



Born two years before Hawthorn in 1921 Hill, as we have seen, took part in the 1950 Rhinow race. Finishing seventh in the Maserati, he earned himself a drive for Ferrari two races later at the Nurburgring where he piloted an F2 car in the category run alongside the F1 big boys. Two more races and Phil had graduated to a proper Ferrari of all places at Monza following the deaths of Musso and Peter Collins. He even had the temerity to blast into the lead on lap one past the Vanwall of Moss and Tony Brooks and past Hawthorn as well. Tyre snags eventually demoted him to third, but Hill (P) had arrived on the Grand Prix scene.

announced at once was
savours for Mike Hawthorn
crash in his Jaguar the following
Hawthorn's removal to
only the latest in a series of
tragedies which ironed
into the Ferrari limousine
intelligent driver, was how
described a man whom he
more natural sports car driver
Prix racer and in a very real
damning the American with
and failing to honour the
carried Hill through some lean
Ferrari but also won several
victories

was the only Ferrari win of the season but it was a triumph shorn of its lustre by the unfortunate political situation of Formula One. The Italian authorities, mindful of their "national" team's low-key season, decided to run the Italian Grand Prix on a combined variant of Monza's road sections and legendary banking, a move that led to the indignant withdrawal of all the British entries. Hill, finding the Ferrari a class above the remaining opposition took pole position and the most carefree of wins — the last for a front-engined car in the history of the World Championship. Hill's second major appearance in the Grand Prix record books came at Spa in 1961, with Formula One now run under

there were here
One "man" and his stories of the horse
and the "man" and the "man" were a kind
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By the end of the 1956 season Hill left and Hirtzbein
 were Percut colleagues. Near the Englishmen's spread here the

Prix machines, especially when they performed in the fearsome challenge of the 24-hour classic. Both men were to win Le Mans, but for Hawthorn the occasion was again scarred by the cruelest of accidents. The English driver was thought by many to have inadvertently triggered the worst accident in motor racing history. Braking late to bring his Jaguar into the pits, he saw Pierre Levegh's Mercedes take swift avoiding action and catapult off another passing car into the crowd, its engine cutting a swathe as the car broke up and killing over 80 spectators as well as the driver. Hawthorn had to be persuaded to stay in his car, complete the race and claim a victory which yet again was made hollow by the circumstances of its achievement, and to many observers he was never quite the same force again — at least until that Championship year of 1958.

As for Hill, he won the world's greatest sportscar race not once, but three times in 1958, 1961 and 1962. Each time it was for Ferrari, and each time with the same partner in Olivier Gendebien, also his Formula One team mate. But that 1962 win was the last flourish of a career that stretched over 20 years. Phil Hill began a gradual decline that took him away from Maranello to uncompetitive teams, and by 1967 he cried enough. Typically American only in his ceaseless chewing of gum, the quiet man of motor racing retreated to the West Coast of the United States, to marriage, and eventually to that final resting place of former sportsmen, the television commentary box.

Mike Hawthorn was an oddity with his bow tie and blonde hair. Phil Hill was a rarity — in Grand Prix terms — in his profound love of serious music, a taste he could indulge at La Scala when in his happiest times with Ferrari. They are two of only seven drivers to have taken the World Championship at the wheel of Ferrari cars, and each in his own way was among the most dedicated men the sport has spawned. That they should overlap so closely in their careers, not only in time but in their achievements and the curious manner of them, is one of the endlessly intriguing byways down which followers of Formula One are privileged to wander.

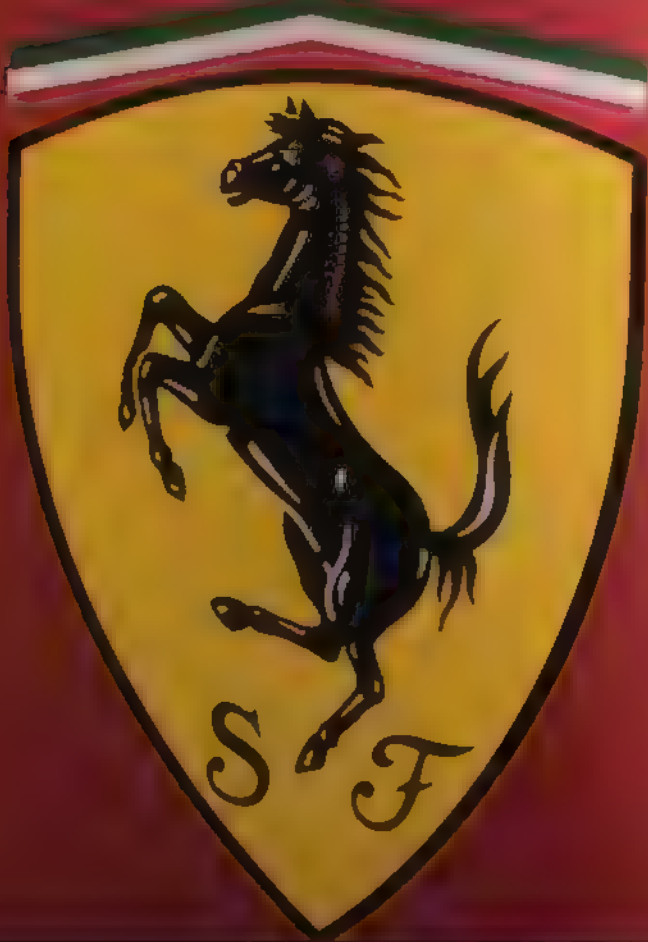


Hill's Championship year, 1961 at Monaco: the distinctive 'horns' of the Tipo 156 are clearly visible.

GOODYEAR



MANSELL
AT
FERRARI



Since Nigel Mansell signed his contract to drive for Ferrari in 1989 – just prior to the 1988 British Grand Prix, a great deal has happened. At the time he began his latest series of talks with the legendary team, Enzo Ferrari was still alive and the polemic at Maranello had reached fresh heights.

Few observers can recall a time when the internal acrimony within El Comandante's empire was so strong and there had been some pretty explosive encounters in the past.

Ferrari himself had pushed John Barnard into rushing through the F189 (factory code 639) V12 in time for an early 1988 launch, convinced that a normally aspirated car was the way to go. Technical Director Barnard, and fellow Briton Harvey Postlethwaite believed the turbo motor was the best one for the last year of forced induction, and the 649's parallel development programme inevitably took something away from massaging the F187/88Cs (648s) into competitive runners. Barnard believed it was worth sacrificing full competitiveness in 1988 to get the 639 right for 1989 but became a victim himself of the internal political wobble early on when vital technical data wasn't sent from Maranello to his GTO base in Guildford, and the car inevitably ran late. The delays simply added to the confusion that already engulfed an unhappy team.

Ferrari then banished his son Piero Lardi
from the road car side of his business
after a bitter argument over policy within
the racing team.

Barnard didn't attend a race until Ricard
in July, by which time Postlethwaite had
left to join Tyrrell along with
aerodynamicist Jean Claude Migeot
whose engine expert Jean-Jacques Hie had
also quit, to go back to Renault. Mass
defections are always a telling morale
and later

That was the background against which the Manuelli deal was forged, and then came Ferrari's death in August. With the passing of the company's founder, who had held it together with an iron discipline and governed with only a barely benign dictatorship, changes were inevitable. Suddenly the atmosphere was different yet again.



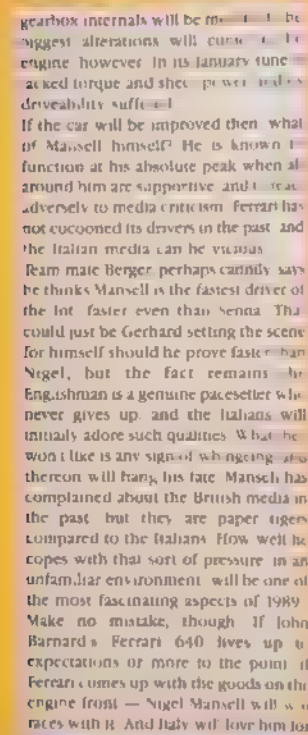
There had been a measure of uneasiness after the summer climax. Now there was further upheaval. Ferrar became managed by committee, with Barnard who had signed a very detailed contract that gave him absolute technical authority in cases of autonomy.

As the 649 headed for the barracks and its first public outing in early December, John knew well that it would learn compromises forced on him by the palace revolution earlier in the year. He was ready to admit some aspects, such as the internal independence of his now-wire electric magnetic valve-actuated seven-speed gearbox, were far from perfect due to machining errors.

Alfred Prus announced his opposition
with a 1922 membership vote. Later
in his McLaren Honda was
Gerhard Berger. He died down in 1924
in a winter number. The rest
retained his membership. He was
tongue and hammer, but he has
and reached a wheel was
considerable speed in his
press. He was a very
satisfying Barman, which
in the new year, even though he
first admit to express his
best member in his
wheel. This was by a
playback. He was
the 1924 member in the
end of the month in 1924. The
however, he had a part in the

In the 60's in a race to make a success out of the team's financial losses. He came away happy with his first run in a Ferrari having managed an and a lap which minimized a spin. The car handled well and behaved smoothly. It was new and I expect he got a grip of it with the assistance of which his teacher could not fear ever had a handle of it. It gives a little the back of the steering wheel. But he and Mar and I was a good joggers' experience as he had the wheel never take. After 45 or more Earth Mar's has gone through with a fine touch with racing on the bugs and make little changes in the. The car is a car with the different the car is going to be used the





gearbox internals will be modified to suggest alterations will come in the engine however. In its January issue, asked torque and sheer power makes drivability sufficient.

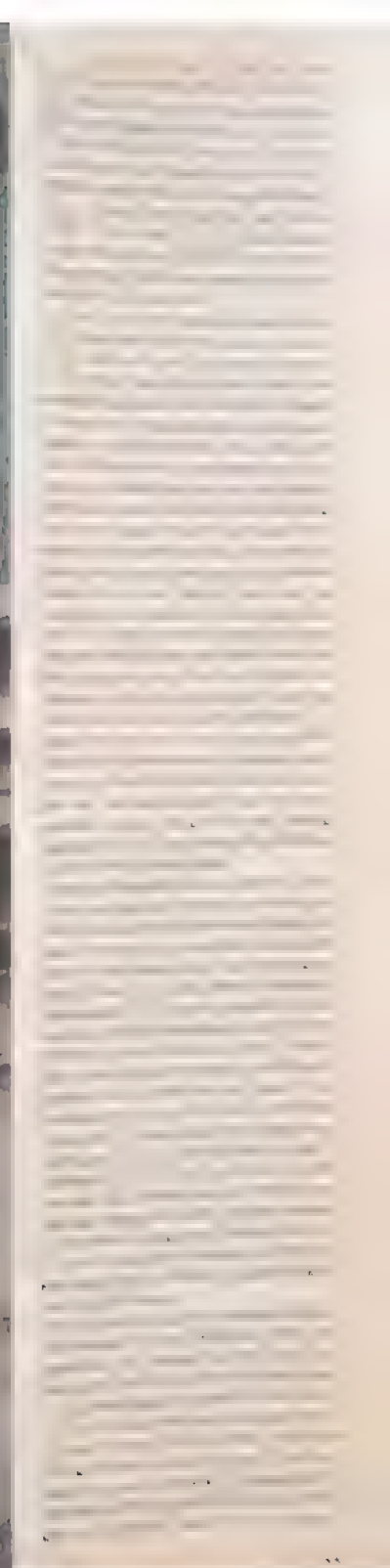
If the car will be improved then what of Mansell himself? He is known to function at his absolute peak when all around him are supportive and unadversely to media criticism. Ferrari has not cocooned its drivers in the past and the Italian media can be vicious. Team mate Berger perhaps candidly says he thinks Mansell is the fastest driver of the last faster even than Senna. That could just be Gerhard setting the scene for himself should he prove faster than Nigel, but the fact remains that the Englishman is a genuine pacesetter who never gives up, and the Italians will initially adore such qualities. What he won't like is any sign of whingeing about it, thereon will hang his fate. Mansell has complained about the British media in the past but they are paper tigers compared to the Italians. How well he copes with that sort of pressure in an unfamiliar environment will be one of the most fascinating aspects of 1989.

Make no mistake, though. If John Barnard's Ferrari 640 lives up to expectations or more to the point if Ferrari comes up with the goods on the engine front — Nigel Mansell will waltz races with it. And Italy will love him for it.



BEYOND OUR KEN?

[illegible]



situation, he deserves better than that. He deserves to be in the top 26, but he was desperate to get back into Formula One. We were talking, but I wasn't able to tell him anything positive — almost an identical situation to 1987 when he left us. But he's definitely got that confidence back.

In Martin's case, Ken mentioned the pre-qualifying problems new and returning teams face in 1989. What does he think of the new system? The last I heard was that 39 cars were entered for the championship. Out come those long fingers as he ticks off the mileage. That means 14 cars having to go and pre-qualify in Rio, Canada, the States, Mexico, Japan, Australia. Very expensive, long distance travel, and only four of them get into the main race, then four more get knocked out. But I don't know how else you can do it. I'm very much in favour of everyone who can manufacture their own car — which you have to do in Formula One — being given the opportunity to race, but if you say that then you have some kind of false selection process, and I don't see any alternative.

Cost apart, it's terribly difficult for anyone trying to break into Formula One. When we came in, we never had these problems. I remember the second year we were in, in 1969 at Clermont Ferrand, the grid was only 13 cars, and we finished first and second, and the only foreign events were Canada and Watkins Glen — and there were only 12 races in the season. Since the mood is historical, this is the moment to ask Ken about the momentous change that occurs in 1989, namely the reversion to a completely non-turbocharged Formula One. Is this a good or bad thing for a class of racing seen as the forcing ground for all developments in motor cars and their evolution?

It was an interesting era, technically, although it escalated the cost of motor racing more than one would have wished. But if we hadn't done it by now, we would be thinking of doing it — it's something we've now got out of our systems! The whole of that period saw one or two engines dominate, and that was bad for Formula One, and the last two years have been pathetic because of the almost total dominance of Honda. The difference in horsepower was enormous even last year with the turbo reduced fuel, but I think the difference between the best and the worst engines in Formula One in the new era will not be more than 50 or 40 horsepower.

If turbo's escalated costs, does the inverse rule apply — will a return to atmospheric engines bring Grand Prix figures down to more manageable levels? I think we are going to see, in the next few years, the return of the major motor manufacturers. I don't think many of them are going to be brave enough to build their own cars, having seen the attempts that have been



made by other people in the past, but we see Yamaha doing what Honda did initially — going with a team that's not doing very well, to see what the engine's like, and if it's good by the end of the season they'll pop it into one of the top teams.

Renault withdrew from Formula One relatively unsuccessfully with their own car, then make a decision very soon after to return, this time with an engine. And we've got lots of people making engines to go into Group C cars, but are they really going to go there, or into Formula One cars? And I think we're about to see the Ford Motor Company spend much more than ever before on development in conjunction with Cosworth. That would mean the amount of money being spent is perhaps greater than in the past, but probably the bill for those engines will not be sent to the teams where a manufacturer has a relation with a team. I fancy they'll be on free engines. We ourselves are using a modified version of the Ford DFR, so everything is in place as far as that's concerned.



In similar vein, we have heard a great deal about the return to Grand Prix racing of Pirelli, which would put an end to Goodyear's monopoly on the tyre front, but also imply a return to qualifying mayhem of a kind that Ken Tyrrell used to detest. How does he view the prospect of renewed tyre wars?

Well, on the one hand, Formula One is all about competition, so the idea of two or three tyre companies is a good thing, and speaking strictly from the team point of view we have not had to pay for tyres recently and would have to do so again if another company returned, so it's a mixed blessing, having said that. Another tyre company means we would be back to qualifying tyres, and that's bad — but I don't have any ideas about how you control it. How to make sure you qualify with a race tyre? Even worse, we won't be taking any race tyres at all for the timed sessions, just two sets of qualifiers, so it's back to the three-lap specials, and that's dangerous. If there's a car in front, you've got to get past, so you take risks. But

what would be the point of that? It's not like we have to pre-qualify now, it's just a matter of doing it on one lap and seeing what happens. The one positive thing about that is that in 1989, as you know, we were down at the front of the Grid from the back in recent seasons, and we were the quickest and slowest, and we were only about three and a half seconds off the pace, and I like that, I think it's good for the sport of motor racing. Only two points remain, in this Tyrrell survey of Grand Prix racing for 1989: the current state of Tyrrell's preparations, and the likely lack among the opposition. "Our new factory will be finished, on the outside, in February, so the interior should be ready, I suppose, about the end of April. We've had dramatic changes in personnel over the past four months, with Harvey

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A portrait of a man, likely a professional driver, wearing dark sunglasses and a light-colored racing suit. The suit features several sponsor logos: a small red and white logo on the left chest, the Marlboro logo on the right chest, and the Leyton House logo across the bottom. The background is dark and out of focus.

24 = 11

"...and the we have approved
...and we are not every
...and the, 'and the

"The feeling is hard to describe I had
thought about it for years when I
must be like I suppose all dress do

"My family were completely devastated after my second place in Euro 1. They were at home in Milan, watching the race on TV, but because of all the

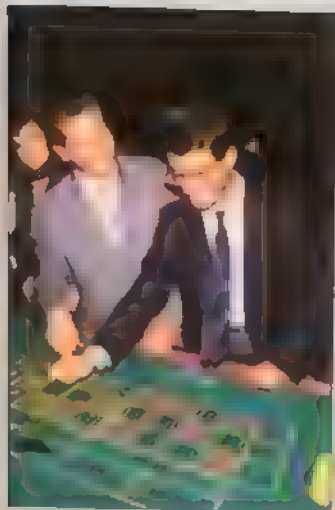
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in a few glorious seconds Ivan took
the wheel from Alain Prost. The glory
was short-lived, however, to be rapidly
followed by heart wrenching despair.
It was such an incredible, unlucky
accident. The car's electrical system
went a little crazy. I was driving
normally and the car's performance
was really good—fantastic, really.
And then suddenly the engine started
to have a little bit of misfire and after
about one hundred metres it just cut
out completely. Suddenly there were
no more lights on the board, no
warning at all that the engine was
going dead. We brought the car
back to the pits and whoosh! The
engine turns it on and it starts up
right away at the very first attempt.
The electrical system went crazy
because something got too warm.
Probably just a little cable that
wasn't meant to work at that particular
temperature. My feelings at the time? I
was like a knife stabbing me in the
back. I had been concentrating so
intensely following Prost very
closely and as soon as I realised what
was happening to the car every bit of
concentration and power seemed to drain
away and it was terrible. I walked
out of the pits and thought, I can't

about five seconds. When I was following Prout I was ~~in~~ a good position because ~~the~~ ~~car~~ but our car was ~~in~~ the ~~same~~ and could ~~have~~ me the ~~same~~ overtake him in the ~~same~~ the one way. But I decided immediately that I was going to keep the lead because Prout has the engine and was ~~in~~ the car's ~~in~~ was a ~~big~~ ~~big~~ but rather like a ~~new~~ ~~new~~

[illegible]



called Claudio Alestani who has a lot of new ideas. By next February the earl clothes will be ready. They'll have the same blue base colour as this year but also feature the soft pastel colours that are very popular in Japan now. After that we can start to produce our range of men's and women's fashion. As well as Benetton but more upma, ket and foran older age group. Very discreet, you know? Like the Lacoste polo shirt. Just a small monogramme, not with names and slogans all over them. They sell well in Japan but not in Italy."

My entry into the world of international fashion has probably been the biggest change in his life recently but increased success in the race track has brought its own rewards and problems. "I think I am in the wilderness now," I noticed the rein jockey after he finished Pex when I was walking around and doing some shopping and so many people stopped to wait for a talk at shake hands in Adelaide too, this time.



this in one (best) and certainly is something that gives you more self confidence, power. Whatever the right word is better be recognized than not. But he has become more difficult because now after a race, you can't pack up and leave. Everyone wants to talk a row and find out what has happened to the car or why you'd do what you'd do at a certain point. For example, after the Portuguese Grand Prix when we finished second, the very night I started after the race. You know, I got into the car at two o'clock in the afternoon, it he tart and after two hours when I call over to me back, he says, seems me that word there are all these outcasts and they are in the wrong. Look at the night I am in, I finished worse than I did in the car and I am up and expect a whole lot more. He says, you are not a good driver. But he is not a good driver.

or feelings and his intense, witty ensures that all personal achievements are attributed to the support of work. His team. They say Eric gay, never first and maybe Ivar Capelli is just too nice to ever be a World Champion. But then there's Alain Prost to prove it's possible to be both.

"I am really looking forward to next year because when the cars are similar I can prove to everyone that we can beat top drivers or at least do as well. Next year I think there will be a good fight for the championship. This year has been another learning year for me and for March. Every lap of every race I learn something new. But now we have had a little taste of victory and we are hungry for more, we really want to win!" He pauses and there is genuine excitement in his voice.

"You know we are just one little step away from a win. I will only take that little bit more work on the car. Next year I am sure we will make it."



ITALY'S MOST VALUABLE PLAYERS

[illegible][illegible]

Marcelo Pato's season tests showed the new Ferrari 312C4. Ferrari's new 1.6-litre V6 was a surprise.

At the end of the year, Ferrari's 312C4 was the only Italian team to win a Grand Prix. The 312C4 was the only Italian team to win a Grand Prix.

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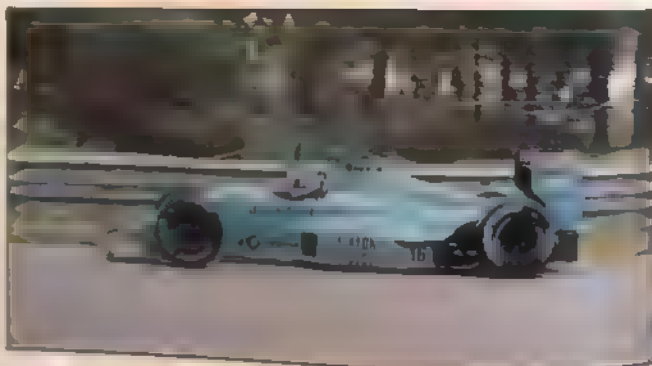
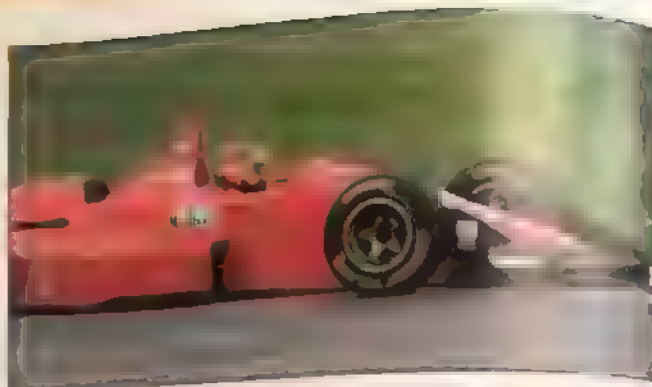
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Both Patrese and Alboreto were overshadowed by their team-mates in 1988. They were also overshadowed by two of the new Italian drivers — Ivan Capelli and Alessandro Nannini.

Capelli and Nannini are relative newcomers to Formula One, yet they have quickly shown that they are championship material. They definitely were among Italy's most valuable players in 1988.

After winning the 1986 Formula 5000 Championship in a privately-run March, Capelli got the chance to enter Formula One on a full-time basis with the resurrected March team in 1987.

His first taste of Formula One had been a one-off drive for Tyrrell in the 1985 Australian Grand Prix. He finished an excellent fourth. In 1987 he only finished in the points once with a sixth place in Monaco.

In 1988, however, he had six finishes in the points including a fabulous second place in Portugal. Problems with the Judd engine, especially early in the season, hampered the progress of Capelli's turquoise-painted March. By the end of the year, however,

the sleek Adrian Newey-designed March 881 was nipping at the heels of the McLaren.

On back-to-back weekends in Portugal and Spain, Capelli passed Senna's McLaren. That's something almost no one managed to do last year. Capelli even overtook Prost to lead the Japanese Grand Prix for a few hundred metres. The only other drivers to lead a Grand Prix in 1988 were Senna, Prost and Berger.

Capelli and his wonderful sense of humour return to March this year. Given the team's improved performance in 1988, Capelli has a good chance to win his first Grand Prix. Nannini spent 1986 and 1987 with the Minardi team. He showed considerable talent in short bursts. In other words, while the car lasted.

When he moved to Benetton he had to learn race craft — how to race competitively for an entire Grand Prix. He also had to learn to race wheel to wheel with the best drivers in the world.

In the rain at Silverstone, Nannini showed his inexperience by twice spinning during his battles with Mansell and Alboreto. He

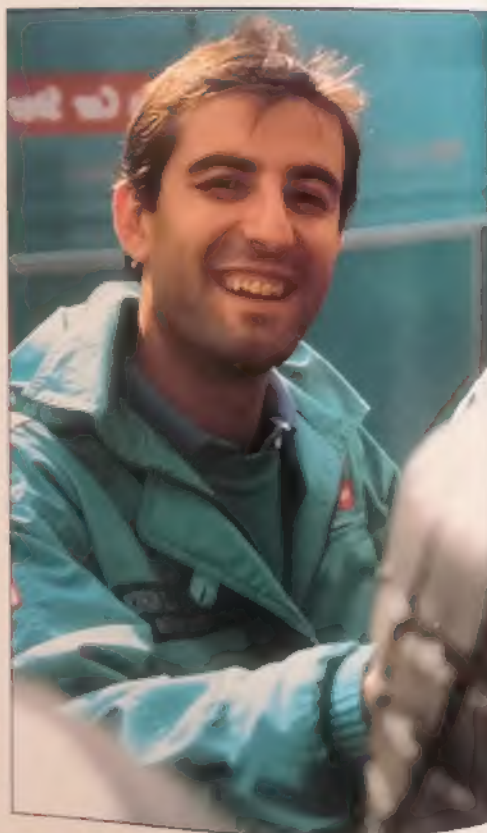
also showed his skill by finishing third. Another fine drive netted the Italian a third place in Spain.

Nannini ended up tied with Capelli for seventh in the Championship. Then, after FISA disqualified the Benetons for using illegal fuel in Belgium, Nannini dropped to 10th in the standings.

In 1989 Nannini becomes team leader at Benetton and will be joined by newcomer Johnny Herbert.

These, then, were Italy's most valuable players in 1988. In closing, there's an interesting footnote about Italians in Formula One.

After meeting in Paris last December, the Federation Internationale du Sport Automobile issued a release which stated "The World Council has decided that it will not be possible for more than eight drivers of the same nationality to take part in the World Championship as from 1990." Just how FISA plans to penalize a country for its enthusiasm for motor sport remains to be seen. ■



Calli (left) and Ivan Capelli

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- Relentless Pursuit: Featuring Gerhard Berger in his Ferrari F187
- Dynamic Duel: Senna and Prost in their World Championship winning McLaren-MP4s

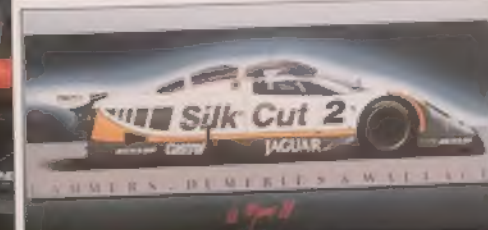
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